

## Our Roads.

## NECESSITY FOR IMPROVEMENT.

ARTICLE II.  
In my opinion the first direction our energies should take should be to endeavour to better our means of internal communication.

It is a sad commentary on our three hundred years of colonization that we have not one first class road in the country. Indeed we have very few that would rank as third class despite all the money expended for the purpose. Besides there are several very important settlements in the country that have no communication except by water. A few years ago there was a very good carriage road from Holyrood to Placentia. To-day it is overgrown with bushes and a traveller has to take an axe to clear the fallen timber if he wants to get along with comfort or even safety. True, since the railway was built the great bulk of the traffic has been borne that way; but if we are to develop any of the resources of that neighbourhood the maintenance of this road is essential. With a good motor road to Placentia there is no part of this country so likely to attract visitors with the consequent result that a great deal of money would be expended amongst the farmers, fishermen, boatmen, guides. Besides, along the valleys of the Salmonier, North Harbour, Colinet and Rocky Rivers there are many square miles of splendid agricultural land which if we want to keep our people at home, will have to be cultivated. This we cannot hope to do without good roads.

Again the north side of Bonavista Bay from Gambo to Westleyville is without a road, a distance of forty miles with a large and industrious population who, in spite of the immense amount of revenue they have paid into the treasury for generations have practically no communication with the railroad except by water. There are several other localities I might mention, particularly on the West Coast. Not only are we deficient of roads in several localities but those we have, or, at least the greater number of them are very little better than cow paths. We have been spending money year after year ostensibly for roadmaking but we all know that, in a great many cases the roads were the least thought of. The money was generally used for the purpose of doing the most good to the sitting member or members in the first place, and, secondly every man in each locality thought he had a right to a share of "his own money" and, consequently very little attention was paid to the amount of work performed or the result to the highway. It was thought sufficient to place a few shovelfuls of whatever material was to hand and leave the rest to "Jack Frost." The consequence was that, with the melting snow and rains of spring every bit of surface was washed away again. This in spite of the fact that, for hundreds of miles of our existing roads, we are near unlimited quantities of some of the best material in the world for a good roadbed viz., small beach stones. Where we have to-day roads over which it is positively dangerous to travel we should be able to have our mails and passengers carried by motor with comfort and despatch. This is particularly true of localities like Salmonier, St. Mary's, and several places to the northward besides from Placentia to Branch and again on the West Coast.

Then again we have the railroad. Under the abnormal conditions of the last five years everyone must realise the difficulty of keeping up what at the beginning was anything but a well built road. This is all the more true when we take into consideration the difficulties of our climate and its changes and the number of grades and curves in the road itself. Some people wonder why we have so many of the latter. I am no railroad man but I fancy that to straighten and cut down the grades would give several more deep cuts and consequently, more snow in winter. However it is obvious that the railroad at present is inadequate for the traffic and needs the outlay of a large amount of money in the road itself and the rolling stock before it can perform the work required with any degree of satisfaction. Who is to blame for the present condition of affairs I am not in a position to judge, but I should think the difficulty of procuring labour and material during the period of the war must have had considerable to do with it. The fact remains however, that the country needs a much better service than it is getting at present. It should be the duty of every citizen to use all the influence at his command to better the conditions under which we labour at present. Those men who have been away and observed the splendid roads of other countries in spite of the immense strain on them during the war should do all in their power to inaugurate a better system at home.

M. J. N.

## Personal Mention.

Mr. Thomas DeGrish, of Trinity, is in town en route to Philadelphia for the purpose of spending a well-earned holiday with his son, who is another Newfoundlander, making good in the land of Uncle Sam. He is a brother of Mr. George DeGrish, the veteran mail courier of Trinity.

## "Fair Play" Says a Word

Editor Evening Telegram.

Dear Sir:—The uncalled for abuse of the Hon. A. B. Morine by the papers Advocate and Star is condemned by every right-thinking man, and lover of fairplay in the country. Many are the remarks of condemnation and disgust one hears as each succeeding arrival of those papers reveals its showers of abuse.

If Mr. Morine were an enemy of the F. P. U. or the country, we could quite understand those papers calling him hard names and justly so. But Newfoundland—the F. P. U. included—has had in Mr. Morine one of its very best friends in the past, and will have in the future, notwithstanding the ramblings of Mr. Coaker, Henry Hobbs, John Fitzgerald and others of Mr. Coaker's slaves or servants.

I cannot ask you Mr. Editor, to publish all the good actions of Mr. Morine and his associates towards his constituents in the past. Actions of which I know and which are only a small part of the whole, would take too much of your valuable space.

How many men have schooners and property to-day that they owe to the kind heartedness of Messrs. Morine and Morison in the dark days of 1894 and in later years.

How very soon eaten bread is forgotten. Many of those men, so favoured are the first to bite the hand that fed them.

The Princeton Boy, who writes so fluently was much quieter, rumor says, when volunteers were called to fight for his country. We should follow other countries, and not allow such slackers to have a vote in the coming election.

The long lists of names appearing under the blood and fire effort of Keels to strangle Morine looks formidable on the surface, but if it is anything like their war efforts compared with their population, Mr. Morine need have no fear of the death grips.

I am rather surprised that Mr. Morine condescended to reply to Henry Hobbs, as no person here takes any notice of his barkings.

Mr. Morine need have no fear of a majority vote in his district, for the abuse thrown at him only amounts to the mutterings of a few sore heads, who are afraid of his power in the Bay.

Yours truly, FAIRPLAY.

Bonavista Bay South,  
July 9, 1919.

## Prize Winners.

THE FAMOUS BUDDY BOOTS.  
A share in our profits for 1919. The following prizes to be given away free for Christmas of 1919:

Six \$50.00 Victory Bonds.  
\$50.00 in Gold.  
One Lady's Gold Watch.  
12 pairs Men's Long Boots.  
12 pairs Boys' Long Boots.  
12 pairs Youth's Long Boots.  
12 pairs Women's Long Boots.  
12 pairs Misses' Long Boots.  
12 pairs Child's Long Boots.

Every one who purchases the Famous Buddy Boots or Bear Brand Rubber Boots have a chance to win one of these great prizes.

Start now and buy Buddy Boots right through the year. Men, Women, Boys and Girls, you all have a chance to be a winner.

Health, Wealth and Happiness, all three combined in Buddy Boots. Buddy Boots mean Health.

Victory Bonds mean Wealth. Buddy Boots and Victory Bonds mean Happiness.

Buddy Boots are superior to all other Rubber Boots. Quality absolutely guaranteed. The colour of Buddy Boots is Grey.

Register your name with Dealer or send to us.

CLEVELAND RUBBER CO.

164-166 Water St., St. John's.

Jan 8, 1919.

## Obituary.

MISS CATHERINE GIBBONS.

Please allow me space in your valuable paper to record the death of Miss Catherine Gibbons, St. Vincent's, St. Mary's Bay. Although deceased had but reached the early age of twenty-three, yet her short life had its sorrows. Having lost her mother during childhood, it was she who cared for a delicate father and brothers and bore the bitter pangs of seeing them occupy early graves. Later her own health began to fail and she was removed to the Sanatorium, St. John's. There she courageously kept up against the dread disease, Consumption, and bore all her pains patiently and submissively. But although amidst loving attendance and medical aid it was seen she was destined to follow her loved ones to the regions beyond. She had the happiness of being fortified by last rites of Holy church before the final summons came on June 28th, when her pure soul was wafted on the wings of death to her Heavenly reward. Her mortal remains were embalmed by Mr. J. T. Martin and enclosed in a handsome casket and sent to her late home. It was accompanied by her sister, Miss Gertrude Gibbons, Matron of the Sanatorium. When nearing the vicinity of St. Vincent's the mourners were met by a large number of relatives and friends, showing the esteem in which deceased was held. She leaves to mourn two sisters, Mrs. Coady of Penrose, and Gertrude (Matron of the Sanatorium, St. John's), two brothers, Peter and William, besides a large circle of relatives and friends. To one and all the sincere sympathy of writer is extended.

A FRIEND.

St. Mary's, July 11, 1919.

# Just Received

## a large stock of

# Inside and Outside

# BICYCLE

# RUBBER

# TIRES

Also

## Rims,

## Mud Guards,

## Cement,

## Tubing, etc.

## Martin-Royal Stores Hard-

## ware Company, Limited.

July 14, 21st, 1919.

# Red Seal

# Dry Batteries

Are Sold Under a Positive  
Guarantee--

## "Money Refunded if

## Unsatisfactory."

A Battery to stand a guaran-  
tee must be good.

# GEO. M. BARR.

# Our Stock is Complete

## ENAMELWARE.

Double Saucepans.  
Pie Dishes.  
Tea Kettles.  
Dish Pans.  
Saucepans (all varieties).  
Milk Kettles.  
White Water Pails.

## TINWARE.

Milking Pails.  
Flour Sifters.  
Tea Kettles.  
Bread & Cake Boxes.  
Patty Pans.  
Pie and Cake Pans.  
Wash Boilers.

Copper Nickel Plated Kettles, Nos. 6, 7, 8, 9.  
Steel Frying Pans, Steel Fire Shovels.  
Sad Iron Handles, Meat Miners.

# JOHN CLOUSTON'S,

140-2 Duckworth Street, St. John's.

Phone 406.

P. O. Box 1243.

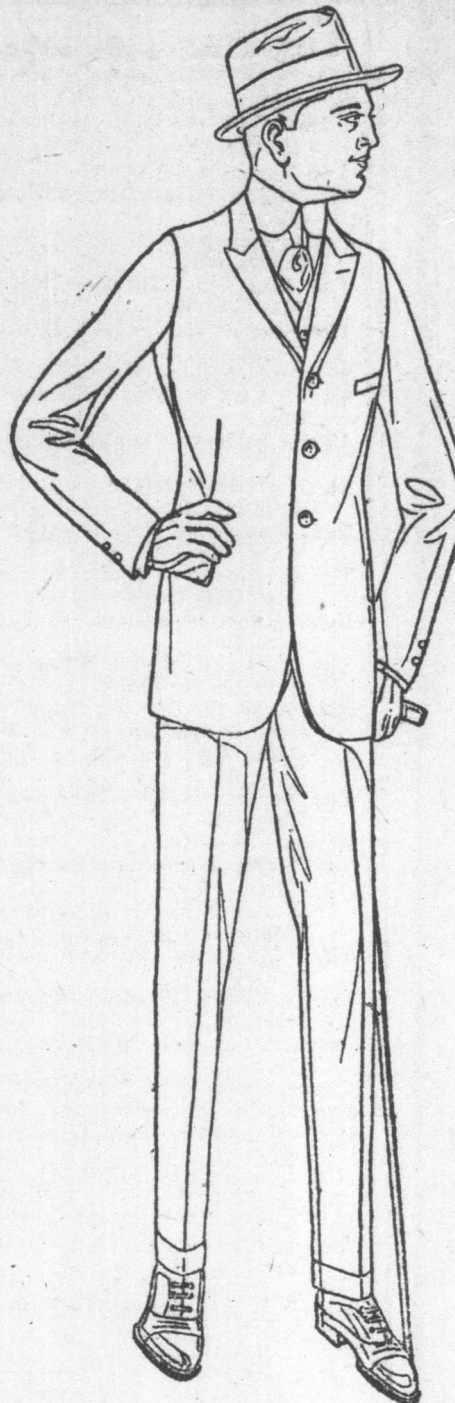
# Welcome to Summer

AND TO

# OLD SOL

AND A BREEZY HANDSHAKE FOR OUR  
NEW SUMMER OUTFITS!

Heat Chasers All!—And, of Course, First, its'  
HAIL TO THE STRAW!



Summer was waiting for our Straws, and now both are here. A swelled head is excusable in these, they're so good-looking.

\$2.50 to \$4.00.

PANAMAS!

panacea for all head ills, \$10.50.

CAPS IT ALL—OURS!

A touch of style and a touch of quality that  
will touch your fancy in a pleasing way.



\$1.00 to \$5.00.

## SOFT FELTS—NEW TO-DAY!

If you've never worn a Soft Hat before, try one of ours—and we've got one more booster. We've made a Specialty of fitting good-looking Hats, \$5.00 to \$10.00.

# WHO SAID SUMMER WITHOUT A SILK SHIRT?

Every stripe you want but a bad stripe.  
You'll feel chesty in these.

## NECKWEAR!

It tickles our pride to hear what all the chaps  
say about this line. Roam through 2,000 pat-  
terns and you're sure to find what you want.

75c. to \$3.00.

## HAND IT TO US WHEN

WE HAND YOU GLOVES.

Silk Gloves, \$2.00 pair.



## LIVE LEATHER BELTS.

As famous as the one round the  
equator, \$1.25.

# UNDER THE SURFACE OF

# THINGS—OUR UNDERWEAR.

Combinations and two-piece,  
\$2.50 to \$6.50.

# A FEW MENTIONABLES WE

# MUST MENTION.

Silk Socks .....\$1.50

Lisle .....75c.

Silk Pyjamas .....\$5.00 to \$20.00

# AND, OF COURSE, OUR OTHER

# REGULAR LINES:

Soft Collars, Stiff Collars, Handker-

chiefs, Raglans, Garters, Braces.

And back of all our Goods the  
Guarantee of Superior Quality, that  
puts us first this year while others  
are trying to reach our last year's  
standard.

COME ALONG TO-DAY—LET'S PUT THE SNAP OF SUMMER INTO  
YOUR OUTFITTING.

# Smyth's

ESTABLISHED 1875

# Freedom of City

# Given to Prince.

London, July 10.—The freedom of the city of London, which has just been presented to the Prince of Wales, is one of the most cherished and ancient of civic privileges. Until quite recent times no person was permitted to trade in the city of London unless he possessed the freedom of the city, but this has now given way to a system which permits the purchase of the right to trade.

Highness is a small piece of parchment inscribed with his name and titles, and guaranteeing to him and his descendants many privileges to which he would not otherwise be entitled. Thus he will not have to pay a tax on any goods bought within the city gates, nor will he have to render any military or naval service. Should he fall on evil times, the Prince of Wales would be entitled to pecuniary aid.

Should he pass away, leaving children behind, the City Chamberlain would educate them, and administer their property until they arrive at

years of maturity. Should his widow find herself in necessitous circumstances she can claim a pension sufficient to provide for her needs. On reaching their majority the children can claim their freedom as sons of or daughters of a freeman.

The certificate is usually presented enclosed in a casket, but the Prince's certificate was presented in a frame and the value of the casket was represented by silver plate.

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