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St. John's, Newfoundland.

Personal Men
Mr. Chas. Bulley, who
rather seriously ill for
improved somewhat during
few days, and his ultimate
is now confidently expected.

Here and There
N.E. SNOW STORM—A
storm raged along part of
last night, being very severe
Whitbourne. The drifts
of the snow were very
of Whitbourne it rained,
boreal local had much
reaching town owing to the
dition of the rails.

GRAND DANCE
C. C. C. Boat Club
Hall, Feb. 18th. The
Battalion Band. The
Double, \$1.50; Gent's
gle, \$1.20; Ladies',
Feb. 12, 11, w. r.

NOTE OF THANKS—
and daughter desire to
kind friends who assisted
their recent bereavement,
of their daughter and
Phillip; they are especially
ful to the employees of
store, the employees of
Mrs. J. O'Keefe, Mrs. E.
Miss L. Butler, who sent
flowers to adorn the casket
dear departed.—adv.

DIED.
On the 11th inst., after a
ness, Rosanna Murphy, aged
late Terence Murphy, aged
leaving three sons, one
a large circle of friends,
provisions should be ex-
at possible agreed upon
into effect with all expedi-
South Side.—R.I.P.

IN LOVING REMEM-
of Miss Edith Power, who
"Boston City Hospital,"
February 12, 1919.—R.I.P.

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MINARD'S LINIMENT CURES
TEMPER.

Parliament Opens.

Comprehensive Speech From Throne—Strike on Clyde Settled.

THE KING'S SPEECH.
LONDON, Feb. 11.—The King's speech in the full text of the speech made by King George to Parliament at the opening of the last Parliament immediately upon the outbreak of the war of the Allied armies. The speech has been more than 100 years old. The enemy forces have been persevering in their attacks on the Rhine and have captured much of their armament. The German armies have occupied the roads across the river, thus preventing any attempt to renew the war. The same period has been shattered by the enemy's submarine warfare of his ports. These great calamities give practical security to the struggle between Germany and European freedom and that a new era has been achieved by the discipline and efficiency of the Allied forces, and by the endurance and determination of my armies and the many nations fighting against the resolutions to which you will be one asking solemn expression to the people for the sacrifices of those who are in the air. In the full fruits of victory, the peace of the world must be secured. It is necessary to secure the peace will be submitted to the House of Commons.

BORDEN TO RETURN.
PARIS, Feb. 11.—(Via Reuter's Ottawa Agency.)—The Expert Committee, consisting of two representatives each from Great Britain, the United States, France and Italy, which the Council of the Great Powers decided a week ago to set up to examine the claims of Greece, will meet on Thursday next; the British Empire delegates being Sir Robert Borden of Canada and Sir Eyre Crowe of the Foreign Office. Immediately upon the Committee completing its work, the Canadian Premier will probably pay a short visit to Canada, returning when President Wilson returns from the United States.

STRIKERS RETURN TO WORK.
LONDON, Feb. 11.—All the strikers in the Clyde district have been instructed by their leaders to return to work to-morrow.

WILSON'S VISIT HOME TO BE BRIEF.
PARIS, Feb. 11.—It was disclosed to-day that President Wilson plans to return from Washington by March 15. This involves so brief a stay at Washington as to permit only the signing of bills during the closing hours of Congress.

INTERESTING DEVELOPMENTS.
PARIS, Feb. 11.—Interesting developments in the work of the Peace Conference are expected to-day when the draft of the plan for a Society of Nations will be before the Commission on a Society of Nations, for its second reading, and it is probable they will be prepared for action by a plenary session of the conference late in the week. Unanimity continued to prevail that the commission's report will be adopted. The Supreme War Council, although hearing the claims of Belgian delegates in support of the French view that their country should be protected until on the same footing as Germany, is expected to refer this matter to a committee. It is now evident that the Supreme War Council will be relieved entirely of this question which is regarded as an economic rather than a military question. The Supreme Economic Council, which is about to be organized, is expected to consider French and Belgian proposals that Essen and other German industrial towns should be occupied to prevent their manufacture of weapons and arms. This is a question which bears on the ability of Germany to produce heavy armaments through products of industry, and it is the American view that the suppression of Germany's munitions production can be as well assured by a system of authorized inspection by Entente agents. This would permit German industries to continue with safety to the Allies. The Supreme Economic Council can regulate the division of raw materials between countries so as to insure exchange between France and Belgium of a proper advantage over Germany and prevent the latter from gaining the world's markets. Once diverted of its economic features arrangements for an extension of the military armistice can be quickly completed.

PREMIER EXPRESSES HIS VIEWS.
LONDON, Feb. 11.—"It is industrial unrest continues the consequences will be grave to trade and industry," Premier Lloyd George declared in the House of Commons to-day. The Government, he said, would agree to any kind of investigation into the causes of the unrest. Special war conditions, the Premier thought, had contributed to the unrest. Among these conditions were the strike of four years of war and the fear of unemployment. The Premier said that bills would be introduced next week dealing with hous-

ing, health, the revival of rural life, land settlement for soldiers, land reclamation and afforestation. Mr. Lloyd George said there would be plenty of opportunities of employment if confidence was given those responsible for starting industries, and unless the cost of production went so high that it reduced the purchasing power of the community or put the country out of the world's markets. Discussing housing conditions, the Premier referred to overcrowding in many districts, which had been aggravated during the war by congregating in already crowded areas. The Government would do its best to alleviate such conditions. Hours of labor, he said, already had been fixed in industries involving three million persons. Before the war, the Premier said, Great Britain exported more than one billion tons of goods, and it was computed that half the cost of the goods was wages. The difference of a few shillings in a ton of a commodity like coal, he added, might depreciate the country of hundreds of millions of pounds and might throw hundreds of thousands out of work. Progress on the formation of a Society of Nations was very satisfactory, Premier Lloyd George said, in discussing the work of the Peace Conference. He said he hoped that a report would be issued soon by the commission appointed to consider responsibility for the war and enemy outrages. The Premier in answer to a question said that the British representatives like the others would sign the treaty of peace provisionally and that the treaty would be presented to parliament for ratification. If the House of Commons chose to repudiate it, the House was all powerful. The peace commission on indemnities, the Premier said, he hoped would issue its report soon. The Premier declared that the conference had made progress beyond the most sanguine anticipation and that it was approaching an agreement on most questions.

Seaman Drowned.
Messages received here from Gibraltar report that the "Mabel Davis" has arrived there from Harbor Grace. The vessel had a very rough time on the way across and sustained some slight damages, while one of her seamen named Luke Compton, a married man belonging to Emblee, was washed overboard and drowned. Work has been sent to relatives of deceased said effect.

Octogenarian Honored.
On Monday evening a very pleasing event took place at Anderson's Drapery store. Mr. James Worrall, who attained his eightieth birthday and twenty-sixth year with the firm was presented by Hon. John Anderson with a beautiful silver mounted walking stick, suitably engraved, commemorating the happy event. Mr. Worrall enjoys the distinction of being the oldest draper in Newfoundland, and is still active and enjoying excellent health. Of a genial and kindly disposition he has endeavored himself to a host of friends who join in this expression of appreciation.

Steamer in Trouble.
In connection with the steamer J. M. Guffy, reported yesterday as being 140 miles off this port, sending out S. O. S. calls, the Minister of Shipping reports receiving an additional message from her, stating that she was "lying to" all night in very rough weather, and another steamer, 70 miles south, was on her way to render assistance. The J. M. Guffy is an oil carrier and was built at Port Arthur in 1901 for the Gulf Trading Co. She is 2,520 gross tons, and 1,680 tons net.

Reception at Government House.
There will be a reception at Government House this afternoon when His Excellency will meet Sergt. Ricketts, V.C., D.C.M., C.D.G., and all the other officers and men of the army who have won distinction, and are able to attend the function. At the same time Sergt. Ricketts, V.C. will be presented with a gold watch by the Daughters of Empire and \$250 in Victory Bonds will be presented by the W.P.A. The Governor will make both presentations on behalf of the bodies named. The Minister of Militia and Staff will be present at the presentation, and the reception takes place at 2.30 o'clock.

Rivetless Ships.
The Committee of Lloyd's have recently carried out a series of experiments to determine as far as can be done by means of tests and analysis the general trustworthiness of structural connections affected by electric welding and their capacity to stand the strains to which they would be subject in practice. The Committee had before them the report from the society's Chief Ship Surveyor on the results of these experiments, and to assist them in their deliberations a demonstration was given at the society's offices. After careful consideration, the Technical Committee decided to recommend to the General Committee for approval certain regulations put forward by the Chief Ship Surveyor as all the conditions on which, as a tentative measure, welding might be adopted instead of riveting in the construction of vessels intended for classification in Lloyd's Register Book.

115 Years Ago

The First Locomotive Made Its Trial Trip.
In 1804, there was, on the Merthyr Tydfil Tramway—which has "the honour of being the oldest railway in the world," the Act of Parliament having been granted to it in 1803—a locomotive, which was the joint production of Trevethick, a Cornishman, and of Rees Jones, of Penryn, who laboured under the direction of Samuel Homfray, the ironmaster and chief proprietor of the Penryn Works. The latter was so pleased with the success that he saw foreshadowed, that he laid a wager of £1,000 with Richard Crawshaw that, by its aid, he would draw a load of iron from the Navigation to Penryn Works. Crawshaw ridiculed the idea, and accepted the wager. One or two attempts to run the engine had already been made; but in one case it would not move at all and in another it wanted to imitate Pegasus and soar into the air, instead of steadily taking the iron way carefully laid for it. The day fixed for the trial was February 12, and the track was a tramway lately formed from Penryn at the back of Plymouth Wall down to the Navigation. Great was the concourse assembled, "and the rumour of the day's doings even penetrated to the depths of Taff Fawr and Taff Bach, bringing down old apple-faced farmers and their wives, who were told of a power and a speed that would alter everything, and do away with horses altogether." On the first engine and tram twenty persons clustered, anxious to win immortality. The train, six in number, were laden with iron, and, amid a concourse of villagers, including the constables, the "druggist," and the class generally dubbed "shopw" by the natives, were Mr. Richard Crawshaw and Mr. Samuel Humfray, both as interested as a bet of £1,000 would naturally make them. The driver was one William Richards, and on the engine were perched Trevethick and Rees Jones, their faces black but their eyes bright with anticipation of victory. Soon the signal was given, and, amidst a mighty roar from the people, the wheels turned, and the train moved downward, going steadily at the rate of five miles an hour, until a bridge was reached, a little below the town, that did not admit of the stack going under, and as this was built of brick, there was a great crash, and instant stoppage. In a minute or two Richard Crawshaw thought his £1,000 was all right, but it was only a brief time. Trevethick and Jones were of the old-fashioned school of men, who did not believe in impossibilities. The fickle crowd, who had "hurrahed" like mad, hung back, and said, "it wouldn't do;" but these heroes, the advance-guard of a race who had done more to make England famous than battles by land or sea, sprang to the ground, and worked like Britons, never ceasing until they had repaired the machinery, and then they rattled on, and finally reached their journey's end. The return journey, on account of gradients and curves, was a failure; but from this run on to the Merthyr tramway, the eventual success of the enterprise—though attended by expense, delays, accidents—was sur- prised.

Freak Styles for Men.
Atlantic City.—The "inspirational" in men's raiment was decreed for 1919 by the National Association of Merchant Tailors in session here recently. To be more explicit and to use their own words:

"Masculine styles for the ensuing twelve months are to be sprightly without conspicuousness, dashing without verging on extremes, youthful in temperament and inspirational."

Furthermore, men who have worn dannels heretofore as "recreational raiment," must give them up and deck themselves in garments "fashioned in silk, fine linens and other delicate fabrics."

"All delegates emphasize the form fitting trend of the times. Some of them went so far as to suggest that mature gentlemen of a plump, if not corpulent tendency, will need "stays" to get away with the newest things in masculine adornment."

A New York exhibitor shattered even clothes traditions in the fashion show recently with a double-breasted dinner jacket, which was promptly pronounced one of the most artistic offerings in the nation-wide exhibit, but it is for the slim man only. Evening clothes are to be made with extremely high waistline, absolutely form-fitting and with plain satin lapels and collars, the use of braid being confined altogether to adornment of exceeding graceful one-button cut-aways for afternoon calling and functions. Wide braid is used for trimming also upon lapels, plashed pockets and cuffs for overcoats.

Black, brown and silver embroidery are charmingly used on black satin coats. Horseshoe hairpins are fashioned of silverite and thickly set with precious stones.

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Position Finding Wireless Station.

Located at Cape Race.
Ottawa, Feb. 11.—The Department of the Naval Service has established on the east coast of Canada four direction-finding stations which will, it is expected, prove of great value to vessels lost in the fog and unable to determine their position. These stations are located at Cape Sable, the mouth of Halifax Harbour, Cape Canso, and Cape Race, Newfoundland. From any or all of these stations a vessel equipped with wireless may obtain a bearing while at a distance of several hundred miles from the coast. At ordinary wireless telegraph stations there are no means for determining the direction from which incoming signals are being received. At the opening of the war efforts were concentrated on the development of the direction-finding station in order to locate the position of enemy craft carrying wireless equipment. An invention by two Italians solved the problem, and this has been installed in the Canadian stations. Since the signing of the armistice, however, the stations have been placed at the disposal of commercial shipping, and information to this effect is being distributed all over the world. In the past the fog on the east coast of Canada have caused numerous wrecks, but the intelligent use of the direction finding stations will minimize this danger.

Low Glass.

Cape Race reports the lowest glass on record, the barometer there indicating 27.50, from which it is indicated that we are in for a very heavy gale or that one is approaching rapidly and may break at any moment.

NEW OPENINGS!

Ladies' Silk Hosiery.
Colors: Grey, Navy, Brown and Black, at \$1.70 pr. White and Black, at \$1.75 pr. Sizes 8½ in., 9 in. and 9½ in.

Child's and Young Ladies Wool Overstockings.
White Wool Overstockings, from size 5½ in. to 9½ in. Dark Red Wool Overstockings, from size 5½ in. to 10 in.

Men's Tan Kid Wool Lined Gloves.
Just a limited quantity of these to hand at \$2.75 and \$4.50 pr.

Smallwares.
Coats' Crochet Cotton at 19c. ball. Coats' Mercerised Crochet Cotton at 24c. ball. Sewing and Darning Needles at 6c. pkt. Knitting Needles. Steel Crochet Hooks. Skirt Bandings and Beltings of all kinds. English Toilet Soap at 7c. cake.

HENRY BLAIR

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ies
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W,
Cov