

FROM DEER LAKE NORTH.

What the Humber Industry Means to the West Coast—Some Plain Truths About the New Road.

By J. D. HENRY.
Article III.

Norris Point, Bonne Bay, Jan. 5.—On the railroad at Deer Lake, close to the southern end of the new Government road, there is an unnamed town in the making. Here we have one of the chief towns of the Humber paper manufacturing and industrial organization. Leave the train at Deer Lake station, go east by team along the line for one mile, and you find yourself in a colony of standardized dwelling shacks and stores and piles of framework for all kinds of erections. Early and heavy snowfalls have temporarily checked building operations. These, however, have not completely stopped the preparation work. Axemen are busy in the woods; they are making clearings with fire and axe, and it is these great black patches in the snow-covered country which gives the traveller a rough map idea of the magnitude of the new enterprise, which territorially embraces Grand Lake and Deer Lake (two of the most magnificent stretches of lake water in the country), the picturesque Humber and the eastern end of Bay of Islands. There are already at widely scattered points many interesting indications of colossal engineering plans. Work will go steadily forward until May, when it is reported that many thousands of workmen will be well housed and permanently employed. May, it is said, will be the real birth month of what politicians are declaring will be the Colony's greatest industrial and paper-making undertaking, and, forgetting its controversial political features and financial risks, no westerner, striking the northern trail near the close of a winter's day, will fail to share my feelings of good will towards an industry so ambitiously started along the fifty miles of generously watered and timbered country, which begins at Grand Lake and finishes on the shores of Bay of Islands. A day ago I saw the Humber, the pelucid haunt of summer sportsmen; its swollen waters, gurgling and swishing past snow-crowned rocks and between banks of virgin whiteness, looking like black, an omen of the advent of the industrialism destined to provide employment for thousands of workmen and some people think, a financial justification of the investment of millions of money by a world-famous public company, which it is proposed to encourage and back to the tune of "four million pounds principal and interest" by the joint pledged credit of the British and Newfoundland Governments. There is nothing chimerical about the engineering part of the business. It is certainly starting well.

SOME WEST COAST CRITICISMS.

We are accustomed to call this the Humber "deal." It is that because of the multiplicity of controversial financial and political interests concerned. Whatever may be said in praise of the Humber business, the broad fact remains that it can never give employment to more than one tenth of the fishermen of the country. It is not large enough to constitute a reliable alternative to the derelict fishery. In the face of the unsuccessful prosecution of the north-west fishery we must have more of these supplementary and alternative occupations, but the country must never let go its hold on the parent business, which must be protected, encouraged and extended by the fullest employment of the brains, manual resources and experience and financial initiative of the country. If the prospects of this new industry are boundless, the Government ought to encourage the young men to study the technicalities of the paper and pulp trade so that all the best positions may not be secured by newcomers to the country. This much is certain, that it will mean more work and wages for the west. Also, it cannot be developed without very powerfully influencing the trade and industry of the entire west coast from Port aux Basques to Cape Norman. It obviously marks the beginning of great things for the coast, and it is here, before I give you readers a hurried description of the unemployment and the unsatisfactory conditions of life and business further north, that I desire to call attention to the following grievances which are agitating the people of the coast:

- (1) That, just as in the case of the Deer Lake Road, too large a proportion of the unemployed workmen have been sent west by interested members of the House of Assembly.
- (2) That, this being a western industry, preference should be given to western workmen, seeing that in the past the fishermen of this coast have never directly benefited by the starting of industries in the east.
- (3) That western men have travelled long distances to Deer Lake, and have been turned down at a time when eastern men have been given employment.
- (4) That men from eastern bays, sent across country by political

tians, have had their fares paid, an unjustifiable preference, if what is stated, is true.

- (5) That workmen, chiefly skilled axemen, have in many cases refused to work for the wages offered, alleging that the rates are not high enough enough to buy food and cover expenses.

The people are claiming a square deal all round for the labor of the west.

THE UNFINISHED ROAD.

Better have the Humber industry than be without it. That is what I thought forty-eight hours ago when I swung out of Deer Lake and got on to the first stretch of the new road, which was started to give unemployment relief work. This road is a costly public undertaking on which no one can bestow unqualified praise. It was criticised and jibed at by men who worked on it. It was condemned by many business men who have a stake in this part of the country, and it is now considered by teamsters to be a failure for winter work. The cost, some two million dollars, makes quite an item in the political history of the country; this may just as well be forgotten: but as a road pure and simple it must be looked upon as a failure for many years to come. At neither end is there any accommodation for travellers, and the Government rest camps, in worse condition than they have been for many years, have not been increased in number although the sides of the road are dotted with smashed-up shacks, miserable reminders of the activities of woodsmen and road makers during the two or three short periods when the profligate gates of Government money were opened along this in land section of the country. Mine are always winter journeys along this road. I have, however, been told that during the past summer armies of rats swarmed into the abandoned shacks in search of the decaying food left behind after the temporary stoppage of work, and when I passed over it hundreds of heavy trees, blown down by the first storms of winter, lay dangerously across it. Besides, the road remains unfinished; the Lomond-Woody Point end has still to be completed.

Take the summer view. Motor transport, if it is tried, may be found possible, but all the same it must long be an expensive experiment because of the lack of garage facilities on route, the absence of hotel accommodations at the railway and the delays due to the irregular running of trains. Engineering troubles and accidents must always be costly. The road can never provide the public with more than an insignificant method of passenger and freight transport, compared with even the present imperfect coastal service, which is now being worked by a single steamer in place of three less than 8 years ago. Many persons who have used the road this winter declare that they prefer the old one and that the best plan to suit the times and meet the needs of the public until a railway has to be made, would have been surface improvements, costing not more than a fourth of the new one. My own experience is that the road collects snow, that after the first snowstorm it is useless for heavy sleigh transport, and that when a centre track has been cut through and given a foundation by dog teams, the first fall entirely obliterates the path and makes transport by any means practically impossible. You cannot find and keep to the original three-foot track after it has become snow covered. You only find it to lose it and a mistake means disaster for the traveller in the deep drifts of light snow that deceptively conceal the path. For about eight miles, a good third of the distance, the road is as silent as the grave: the mailmen and others have avoided it and taken to the old tracks through the woods, connecting better with the frozen lakes and shortening the journey. Let the people of the country know that this road cost them far too much money, that it serves no real public need at the moment, that it does not at the present provide openings for farming settlements and that it gave employment for but two short periods to be of any real service to the hundreds of unemployed fishermen living more than fifty miles north of Bonne Bay. As an unemployment remedy the road is one of the Colony's most expensive blunders. I know something about the state of the roads of the north-west coast, and when I have to tell your readers about their neglected condition, overgrown with scrub, unattended and having no bridges and ferries, it should not be difficult to convince them that part of the money wasted between Deer Lake and Bonne Bay ought to have been ear-marked for levelling hills, filling hollows and providing bridges farther north.

Before I left Deer Lake station there was an enormous accumulation of mail (thrown back on the Railway by

the Sazona), and here at Norris Point the same thing is happening on a smaller scale. North-west mail, months old, is lying about everywhere. This must greatly aggravate the freight fiasco and increase the troubles of the neglected people of the north-west coast.

(Mr. Henry's articles have been delayed in the mail.—Ed.)

A Complaint From Badger.

Editor Evening Telegram.

Dear Sir:—I think it is about time for someone to look into, and try to better the system our little Newfoundland Railway is being run on at the present time. For the past two weeks, we have seen no express coming east over the "Topsails." Why is this? Freight trains are continuously crossing, and if freights can get along, there is no reason why at least one express a week could not get through. Moreover, those freights are forbidden. I understand to carry passengers. How then are the people along the line going to get over west? At present I am here in Badger waiting to go to Bay of Islands; have made inquiries about trains etc., and the information I received was, that I had better proceed to St. John's, take the Kyle for Sydney, come back to Port aux Basques, and take an express to Bay of Islands. Now Sir, there are several cases of this kind and this state of affairs should be looked into as it seems to me there is not any effort made to try and remedy this. Then who is to blame for this? Can we blame the Government? If the Government does not want to take the blame, they had better get busy and improve conditions! Maybe that the General Manager, is trying to show a "big saving" as compared with January of last year; if so, he is doing so at the travelling public expense and much inconvenience to the people of this country. It is about time for the Government to look into matters and put some efficiency men on the Railway staff, as I am very much afraid we have men holding down responsible positions on the line, who might be employed to advantage anywhere. Some of the employees should be (if they were properly placed) in the woods cutting away trees, in fact they wouldn't hold down the position of freight checkers with an up to date railway. Now Mr. General Manager you want to get busy and make some changes on your road, and also get those trains running or at least make an effort to do so. Thanking you, Mr. Badger, Jan. 23, 1923.

An Appreciation.

MR. KARL S. TRAPPEN.

Editor Evening Telegram.

Dear Sir:—If there is one gentleman in this town who deserves appreciation and support, in his production it is Mr. Karl S. Trappell, who, beginning Wednesday, is presenting a comedy at the Casino Theatre, with the assistance of some of our leading artists. Always willing and ready to assist in any charitable, church or patriotic work, his services during the past fifteen years have been most gladly availed of by every class and creed; and subconsciously one feels that the absence of Mr. Trappell's name in a programme would give the audience the feeling that there was something desirable lacking, something incomplete. Grateful as we are then to "Karl" for his yeoman services, let us show appreciation in the only tangible manner we can, by buying our tickets at once at Hutton's. Thanking you, Mr. Editor, for your courtesy in permitting me to pay this tribute to the Prince of Entertainers, I am, yours truly,

CHARITY WORKER.

Feb. 5th, 1923.

Line of Succession to British Throne.

In connection with the engagement of the Duke of York, second son of the King, to Lady Elizabeth Bowes-Lyon, daughter of the Earl of Strathmore, attention is being called to the present line of succession to the British Crown. Next to the Prince of Wales, the heir-apparent, comes the Duke of York, then Prince Henry and George, then Princess Mary (Viscountess Lascelles), the Princess Royal, who is the King's eldest sister, Princess Arthur of Connaught, and then her son, the little Earl of Mar. This order of succession to the Throne disappears, of course, if the Prince of Wales marries and there are children by the marriage. Recently, when a story of the probable marriage of the Prince of Wales was mentioned in the Royal Highness by intimates of his, he protested that he had no intention of making such a plunge. Assertions which one London newspaper two weeks ago persisted in making with regard to the Prince's matrimonial intentions, and which were explicitly denied by the Royal household staff, apparently had their origin in the vague rumors which, as events show, should have been associated with the Duke of York.

MINARD'S LINTMENT FOR DISTEMPER.

Harbor Grace Notes.

Mr. W. A. Munn, of St. John's, spent a few days here the early part of the week.

Miss Madge Oke, Church of England school teacher at Spaniard's Bay, spent the week end with her parents here.

Messrs. C. A. Jerrett and Harold Bartlett of Briggs, were in town during the week.

The death of Mr. George Stewart of Bell Island, occurred there on Sunday last, 28th January. Mr. Stewart was well known here. For several years past, he had been plying his motor boat "E. L. Stewart," between Bell Island, this place, and other ports in Conception Bay; his demise at such an early age in life is regretted by his many friends here. He is survived by a wife, nee Miss Bertha McKay, daughter of Mr. W. A. McKay, formerly of this town, but now residing at St. John's; two children; one brother, Mr. J. C. Stewart, and one sister, Miss E. L. Stewart of Bell Island. Funeral was held there on Wednesday. We tender sympathy to the bereaved wife and family in their hour of sorrow.

The "Broadway Players" held a play in the British Hall on Wednesday night. It consisted of vocal selections, a series of card tricks, and some laughable sketches.

On Tuesday evening, January 30th, the S. A. Band of Wabana gave a grand musical festival at the Citadel here. The party arrived in the afternoon, having come from the Island by motor boat to Carbonear, and from thence to town. The band was under command of Captain Noseworthy, and Commandant Stickland. A real musical treat was accorded the large audience present at the Citadel. A fine programme consisting of Solos, Duets, Quartettes, both vocal and instrumental, was splendidly rendered. The Cornet Solo by Captain Noseworthy were rendered in an excellent manner, and gave a great display of his ability. Most of the items were of his own composition, and reflect great credit on his work. Miss F. Stickland (who also came with an up to date railway. Now Mr. General Manager you want to get busy and make some changes on your road, and also get those trains running or at least make an effort to do so. Thanking you, Mr. Badger, Jan. 23, 1923.

1. March—"Sweden," Band.
2. Vocal Solo—"Experience."
3. Instrumental Quartette—Members of the Band.
4. Vocal Selection—"Good-bye Pharaoh" members of the Band.
5. Cornet Solo—Capt. Noseworthy.
6. Mandolin Solo—"Favorite Songs" Capt. Noseworthy.
7. Selection—"O Dream of Bygone Days," Band.
8. Vocal Selection—"Songs of Heaven," Capt. Noseworthy.
- INTERVAL.
9. March—"Iron Isle," Band.
10. Vocal Selection—"Walking in the Light," members of the Band.
11. Cornet Solo—"Pearly Gates," Capt. Noseworthy.
12. Wine Glass Solo—Capt. Noseworthy.
13. Instrumental Duet, (Cornet and Organ)—Capt. Noseworthy.
14. Instrumental Duet, (two cornets)—Capt. Noseworthy.
15. Selection—"Ever Near," Band.
16. Vocal Solo—"Me Join 'Em" Capt. Noseworthy.
17. Trombone Solo—"The Land of Happiness," Band.
18. Accompaniment, "Newfoundland," GOD SAVE THE KING.

The party left for Bay Roberts Wednesday morning, where the above programme will be repeated.—COR.

Feb. 1st, 1923.

"Facing the Music."

LAST SHOW BEFORE LEAT.

"Facing the music," a three act farce comedy which is being produced by Mr. Karl S. Trappell on Wednesday night next, and repeated on Thursday and Friday of this week should draw packed houses. "Facing the Music" abounds in humor and fun and its successful performance is assured by Mesdames Hutton, Stirling, Misses Krentzlin, Crocker; Messrs. Stirling, Holmes, Payne, Grace and Trappell who constitute the cast. Mr. Charles Hutton is directing, and patrons are assured a successful production. That St. John's theatre-goers will give Mr. Trappell a big reception to this, his initial production, goes without saying, and judging by the advance sale of tickets crowded houses will greet each performance. For some years past Mr. Trappell has been giving his services as a singer gratuitously in all causes and his splendid voice has been heard in over two thousand performances, including concerts, musical comedies and operas. This will be the last show before Leat and theatre-goers are advised to secure their tickets early to avoid disappointment.

ACKNOWLEDGMENT—Miss May Furlong acknowledges with thanks, the receipt of five dollars (\$5.00) conscience money.

Feb. 11

MINARD'S LINTMENT FOR DISTEMPER.

Foreign Markets Show Only Slight Change.

Outlook in Italy Not so Good, Though, With Chances of Cut Price in Near Future.

The foreign fish markets are in about the same condition as reported last week, except in the case of Italy, where there is a likelihood of prices being cut.

Capt. Hollett of Burin, who is now in Naples waiting to the marketing of two cargoes of his firm's fish, cabled to the Board of Trade Wednesday that affairs in connection with sales of Newfoundland fish were taking an unfavorable turn at Naples, that if not averted may lead to a serious slump in prices. Stocks of consignments fish that had been held there since November were being offered at a greatly reduced price and threatened to slump the price all round, including new cargoes coming in. This would be disastrous for future sales.

Capt. Hollett cabled suggesting that the Newfoundland merchants who had fish in the Italian market should wire their agents at Naples, Genoa and Leghorn to do their best to sustain the price. The Board of Trade held a meeting Wednesday last to consider the question, but decided to take no action and did not see that they could accomplish any good by interfering.

SPANISH MARKET.

The Spanish market holds fairly good and recent sales of Newfoundland fish there have brought satisfactory results. The holdings at Alicante and other fish receiving ports are being fast consumed and there will be a good vacuum for other cargoes before the Lenten season is over, provided the fish available for this market can be found in sufficient quantity.

PORTUGUESE MARKET.

In Portugal the consumption went to 5,315 qts. this week with receipts at 53,084 qts. Exporters confidently believe that the consumption will increase to 7,000 qts. before the month is over and average about 8,000 during Lent. At this rate, fish will be scarce enough in this market before the spring is far advanced and prices will very likely show considerable improvement.

GREEK MARKET.

There are some enquiries again from Greece, but the financial condition is so poor there that very little fish business is being counted on by the exporters till the exchange situation greatly improves and peace is established on a lasting basis with Turkey. The holdings of Labrador fish at Patras and the Piræus are going into consumption slowly, and it is quite likely that they have sufficient on hand for the Lenten season.

CONDITIONS IN BRAZIL.

The Brazil market is unchanged. About a dozen cargoes of Newfoundland fish have gone forward during the past month which is a good record, but the price that is realized is, in most cases, only bringing the exporter out without actually having realized a loss. However, there has been some money made and there is a good prospect of doing better as the season advances.—Trade Review.

Newfoundland Has Turned the Corner.

PREMIER SQUIRES IS OPTIMISTIC REGARDING RECENT DEVELOPMENTS.

Montreal, Jan. 28.—"I am quite satisfied that Newfoundland has turned the corner and that the development which is now taking place, and in prospect, will do a great deal to supplement the fishing industry and provide greater employment." The speaker was Sir Richard Squires, Premier of Newfoundland, who reached Montreal to-day.

The mission of Sir Richard is primarily to meet officials of the British Steel Corporation and discuss with them conditions regarding the ore works at Bell Island which have been closed and the staff dismissed. The Premier stated that he has not made statements attributed to him to the effect that he was to issue an ultimatum to the Corporation. "I have come to Montreal to discuss the affair and to see what can be done for the men affected."

Sir Richard explained that some 2,200 men had been employed on the works at Bell Island. "Contemporaneously with the French occupation of Ruhr district the mines were closed down without any notice to the men. These men, who came from the towns and settlements about Conception Bay, have been employed on the work for several years. They have not been full time men, consequently they have no reserves and their condition is such that they must be supported either by the Government or by the Company.

Cub Cigarettes are appreciated, not only by the smoker but by those in his company.

MINARD'S LINTMENT FOR DISTEMPER.

TO-DAY'S MESSAGES.

LONDON DISAPPOINTED.

LONDON, Feb. 5. Turkish refusal to sign the treaty at Lausanne, although regarded here as probable, has aroused great disappointment and regret. While war with Turkey is not thought inevitable, the possibility of a renewal of hostilities is admitted as it is contended that Great Britain has gone the limit of concession.

FRENCH ENLARGE OCCUPATION.

DUSSELDORF, Feb. 5. The French have enlarged the area of occupation toward the Cologne bridgehead, occupying stations Vos, Winkel, Lennep, Berg and Bonn.

A QUESTION ASKED.

LAUSANNE, Feb. 5. The Turkish delegation to the Near East conference stated this morning that they would ask the Powers whether they considered negotiations at an end.

AS IT IS IN CHINA.

CANTON, Feb. 5. Forty thousand troops under General Hsu Tsung Chi are marching on Canton to reclaim the southern capital for Sun Yat Sen, and sanguinary battles are imminent. Foreign warships are anchored in the harbor of the river for the purpose of protecting the interests of nationals, and conditions in the city are chaotic with all business houses closed and barricaded.

BOATING CASUALTY.

DUBLIN, Feb. 5. Eight soldiers and one civilian were drowned yesterday in Dundrum Bay, County Down, when their boat capsized.

MAIL DEFENDS TURKS.

LONDON, Feb. 5. An exception to the almost universal Press condemnation of the Turks stand at Lausanne is afforded by the Daily Mail, which in a late edition, launched a vehement attack upon Curzon, and defending the Turks. It says, through Curzon's error of judgment, that Great Britain has thrown away the only opportunity of bringing peace to Eastern Europe and Asia. The Turks seem to have behaved with prudence and restraint, the article says.

MORE RUPTURES.

MOSCOW, Feb. 5. Relations between Russia and Turkey are threatened by the Angora Government's exhortations to the Communists recently arrested there, the semi official paper, Pravda, hints.

ISMET MAKES SIGNIFICANT STATEMENT.

LAUSANNE, Feb. 5. Ismet Pasha informed correspondents this morning that Turkey had no desire to resume hostilities, either with Greece or Great Britain, but emphasized that Turkish and English armies are still facing each other in Asia Minor. The entire French delegation is leaving for home this morning. Ismet said the Turks would not leave until they were officially informed that negotiations were at an end, thus automatically providing for the maintenance of the Mudania agreement.

LUDENDORFF HOUNDED.

VIENNA, Feb. 5. Serious fighting, between Socialist workmen and Pan-German irregulars, marked the arrival of General Ludendorff at Klagenfurt, Carinthia, yesterday, when he presumed to address a National peasant congress. Workmen attempted to drag him from his car, and called him "Germany's grave digger, bloodhound and murderer." He was not allowed to deliver his address.

OBJECTED TO FRENCHMEN.

KARLSRUHE, Feb. 5. The appearance of two French members of the Entente Control Commission in the gallery of the Diet, yesterday, caused an uproar started by members of the People's Party, who declared that Frenchmen were not entitled to diplomatic prerogatives. The president of the Diet said he would adjourn cards to the Frenchmen, following which members of Nationalists, People's Party, and other deputies retired.

PRISONERS FATALLY INJURED.

DUBLIN, Feb. 5. Free State soldiers escorting a party of Republican prisoners near Bandon, yesterday, encountered a barrier across the road, and set prisoners to work removing it. A mine exploded, killing two and wounding seven. Numerous acts of destruction are reported to-day.

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History of Pen Making.

A brush made of fine hair was the first instrument constructed by man for writing purposes. The Chinese of to-day use a camel's hair brush dipped in ink for the production of their quaint picture-writing, while among western peoples the steel pen is practically universal. Confucius used a hair brush for a pen as did his successors for thousands of years before his time. The steel pens in modern use are now turned out by the ton and in larger quantities every day. Between these two extremes in the long history of the pen the reed came into use for writing, in the marshy countries of the Orient. Being hollow, it was found, when cut into short lengths and it ripened at the ends to be a slight improvement on the hair pen. The quill was adapted to writing also at an early date in the history of civilization, and its use spread from the East over Europe and America. In the days before steel pens were invented England alone imported 25,000,000 quills annually.

How Owls Sleep on One Leg.

The mechanism of the leg and foot of a chicken or other bird that roosts on one leg is a marvel of design. It often seems strange that a bird will sit on a roost and sleep all night without falling off, and the explanation is perfectly simple. The tendon of the leg of a bird that roosts is so arranged that when the leg is bent at the knee the claws are bound to contract, and thus hold with a sort of death-grip the limb around which they are placed. Put a chicken's feet on your wrist, and then make the bird sit down, and you will have a practical illustration on your skin that you will remember for some time. By this singular arrangement seen only in such birds as roost, they will rest comfortably and never think of holding on, for it is impossible for them to let go till they stand up.

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NOTICE

Four weeks after the date hereof application will be made to the Hon. the Governor in Council for Letters Patent for "New and Improved" in Telegraphic Signals to be granted to George Herbert Smith and Herbert Angel, of Broadway, County and State of New York in the United States of America.

Dated at St. John's this 1st day of January, A.D. 1923.

HIGGINS, HUNT & EMMETT
Solicitors for Applicants
ADDRESS—Columbus Building
worth Street, St. John's.
Jan 23, 30 Feb 13

MINARD'S LINTMENT FOR DISTEMPER.