

NEWFOUNDLAND. Notice to Mariners No. 8 of 1918.

HOPEALL HEAD, Trinity Bay Light Established

POSITION—On Hopeall Head, Trinity Bay.

Lat. 47° 38' 10" N. Lon. 53° 34' 00" W.

CHARACTER—A Flashing White Acetylene Gas Light giving 20 flashes per minute thus:—

Light 0.3 sec.; DARK 2.7 sec.; Light 0.3 sec.; Dark 2.7 sec.

ELEVATION—Height from high water to focal plane 207 feet. Height of structure from base to top of lantern 18 feet.

STRUCTURE—A square open wood framework, with sloping sides painted White, Lantern painted Red.

REMARKS—This light will be in operation during open navigation.

J. G. Stone, Minister of Marine & Fisheries, Dept. of Marine & Fisheries, St. John's, Newfoundland, Oct. 4th, 1918. Jan 24, 20

NEWFOUNDLAND Notice to Mariners (No. 3. of 1918.)

IRON ISLAND, off entrance to Burin, Placentia Bay.

Latitude 47. 02. 40. N. Longitude 55. 06. 50. W.

Notice is hereby given that the Fixed Red Light heretofore shown from this island is discontinued, and a Flashing Red Acetylene Gas Light has been established, giving periods of 0.3 seconds light and 2.7 seconds dark thus:—

Light 0.3 sec.; Dark 2.7 sec.; Light 0.3 sec.; Dark 2.7 sec.

In all other respects the station remains unchanged.

J. G. STONE, Minister of Marine and Fisheries, Dept. Marine and Fisheries, St. John's, Nfld., July 17th, 1918. Oct 18, 21

Newfoundland. Notice to Mariners No. 4 of 1918.

Eagle Island, Bay of Islands. Light Established.

POSITION—On Eagle Island, situated between entrances to North Arm and Middle Arm, Bay of Islands.

Lat. 49° 10' 00" N. Long. 58° 08' 30" W.

CHARACTER—A Flashing White Acetylene Gas Light.

PERIODS—Light Dark Light Dark 0.3 sec. 2.7 sec. 0.3 sec. 2.7 sec.

ELEVATION—Height of light from high water to focal plane, 109 feet. Height of structure from base to top of lantern, 18 feet.

STRUCTURE—A square open wood framework with sloping sides painted White, Lantern painted Red.

REMARKS—This light will be in operation during open navigation.

J. G. STONE, Minister of Marine and Fisheries, Department Marine and Fisheries, St. John's, Newfoundland, July 25th, 1918. Oct 18, 21

A large stock of PAPER BAGS just arrived. Get a stock while they last. C. E. Russell, Guardian Office.

Falling off in Labrador Schooners

Dear Sir,—If I remember rightly not many years ago there were over 1,000 schooners fishing on the Labrador, last year I think the number was under 500. If the decline continues what is going to happen our Labrador fishery, or what kind of vessels will take the place of our schooners? Schooners are not being built to replace those lost and worn out. When the steamer (S) prosecuted the fishery on the Labrador it was thought if they were allowed to continue that others would follow and prevent the fishermen from investing their money in schooners. It is now eight years since any steamer has prosecuted the fishery, and what's the result re schooners? Looking over one of our local papers, a few days ago, I saw an advertisement: schooners from 18 to 80 tons for sale by an export merchant. Is there no money in the Labrador fishery with fish at \$15 or has that export man made his whack? I am doubtful if it is the latter, else he would be selling out his whole business.

In my opinion the ordinary fisherman to-day are not in a position to buy schooners or build them owing to the high cost of material, and, as the days of big advances by merchants is now past, it's doubtful if we will see any increase in the number of schooners prosecuting the fishery.

I once heard one of our ex-Premier's remark that he was of the opinion that our people would be much better off if they did not prosecute the Labrador fishery; he meant those that went down as freighters. Since these remarks were made there has been a great falling off in freighters, and not only freighters but schooners. Still the fishermen on the whole are better off to-day than in those days. What will happen when there are no schooners or freighters going to Labrador? For should the decrease continue for the next ten years as it has for the past ten, the number of schooners and freighters will be very small.—Fisherman in the Trade Review.

Hot Onions for Pneumonia

"Take six to ten onions, according to size, and chop fine, put in a spider over a hot fire, then add the same quantity of rye meal and sugar enough to form a thick paste. In the meantime stir it thoroughly, letting it simmer five or ten minutes. Then put it in a cotton bag large enough to cover the lungs and apply to chest as hot as patient can bear. In about ten minutes apply another, and thus continue reheating the poultices and in a few hours the patient will be out of danger. This simple remedy has never failed to cure this too often fatal malady. Usually three or four applications will be sufficient, but continue always until the perspiration starts freely from the chest. This remedy was formulated many years ago by one of the best physicians New England has ever known, who never lost a patient by the disease and won his renown by simple remedies."

Friendship

Here are a few words of wisdom which all young people in business would do well to take to heart: Never forget to be affable. Every human being is entitled to courtesy. When one is abrupt in speech or inattentive, such conduct frequently promotes anger and resentment in others, leaves an unfavourable impression, and frequently interferes with one's business success. It is not well to go into consultation with your own opinion positively fixed—no man is infallible in his judgment, and a sound judgment depends largely on knowledge. It is advisable when acting with others to secure their opinion, and set it before you express your own. The most successful business men are those who, while having confidence in themselves, are able to appreciate the judgment of other intelligent men. A wise man will be influenced by the wisdom of someone else, as well as by his own reasoning.

Large Volume of Trade

The volume of trade for Newfoundland for the year ending June 30th, 1918, was \$57,046,463. Imports \$26,892,946, an increase of over five million dollars over previous year, and exports \$30,153,517, an increase of eight millions over previous year.

Will our readers (the taxpayers) note that their taxes increased proportionately with the increase of five million dollars of imports. There are many strange things in this country, but one of the strangest things is that the TAXES we PAY (duties and revenue are the usual terms employed, the word TAX sounding too harsh or too master-of-face) are governed largely by the INCREASE or DECREASE of the goods which we buy in the foreign market and on which TAXES (consumable duty and revenue) are paid.

Tests are Made of Materials for Roads

What Canada Does

The usefulness of applying laboratory tests to road materials before they are used has been shown by the work of the Road Materials Division of the Mines Branch, which tests samples in accordance with standard methods used by the United States Office of Public Roads. At the Road Materials Laboratory many samples have been tested, and many of the results appear in a table given in the summary report of the Mines Branch of the Department of Mines for the year 1917.

The abrasion test duplicates in a practical laboratory way the abrasive action of traffic on the stone in a roadbed. The test is made on a number of pieces of stone of cubical shape, and of about the same size, which are revolved for 10,000 revolutions in an iron cylinder, set at an angle of 30 degrees across the axis. The percentage by weight of the stones worn to powder by this operation is reported as the per cent of the wear.

The hardness test measures the resistance possessed by a rock to wear produced by dry grinding with an abrasive. The toughness test measures the resistance of a rock to fracture by impact. It is intended to duplicate the stress undergone by rock fragments in a roadbed through the impact of horses' hoofs, and of swiftly moving vehicles passing over slight obstructions in the roadway. Tests are also made for specific gravity and water absorption. The samples are obtained from many parts of the country, and consist of rock and gravel representing sources of supply of road material.

Visible Unity of Christians

With the advent of peace, the visible unity of Christians in the one Lord of peace and righteousness and love is an absolute necessity, if the new order of the world for which we hope is to be permanent and effective. The problems of reconstruction are the greatest ever presented to humanity.

It is now no question of reestablishing a balance of power which, though it might make war impossible for a time in an exhausted world, would leave the nations armed to the teeth, with hearts full of jealousy and suspicion. The problem now is to create a Brotherhood of the World. The splendid lessons of duty, service, sacrifice, which privileged and unprivileged alike have learned through all the horrors of this titanic struggle, must be conserved. Rich and poor, the weak and the strong, must understand that no man can reach his highest development so long as he lives only to himself.

Nations and individuals must hear the message that God is Love, revealed in His Son, Incarnate in Jesus born of the Virgin Mary, and that the supreme law of the world is Christ's New Commandment that we should love one another even as also He has loved us. The Church was established that it might proclaim that message and establish that law—the message of love, infinite and eternal, the law of the only life that is worth living. But love is unity, the sharing in the one Life of God. A divided Church can not fully manifest that Life, nor adequately proclaim that Love.

The World Conference on Faith and Order is an attempt to bring Christians together in true Christian love and humility to try to understand and appreciate one another, and so to prepare the way for constructive effort for that visible unity which is necessary to survive and convert the world to its Redeemer. Already many partial and local efforts are being made toward this end. It can not be doubted that God the Holy Spirit is inspiring and guiding them. But the world is no longer merely an aggregation of nations. It is one, as it never has been before, and as it never will be again for generations, unless it be placed on the foundation of which Jesus Christ is the corner stone.

Christians need the vision of a whole world at peace because it is at one in the peace of God which passeth understanding. God has blessed the efforts to bring about the World Conference to a degree which seemed impossible eight years ago. Almost every Communion which could be reached has promised its cooperation, and the Commission of the Protestant Episcopal Church is preparing to send as soon as possible deputations to present the invitation to join in the Conference to the Churches of Rome and of the East and to those in other countries to which access has not yet been possible.—Extract from Faith and Order Bulletin.

Getting In and Out of Trouble

Two green Irishmen tramping through the Canadian woods spied a grey streak of fur shoot up a tree and settle among the branches. The wildcat, for such it was, aroused their interest and they determined to capture it in order to establish a more intimate acquaintance with the pretty pussy.

It was decided that Pat should climb the tree and chase the animal down, while Tim was to lay in waiting below and capture it. The plan worked well. The cat came down.

Climbing down the bole of the tree, Pat heard a variety of noises indicating proceedings below, but he could not see what was going on. So he called out to Tim: "Did you catch him, he blooy?" "Faith, I did," came the gasping answer, "and badad, it's thryin' to let go I am."

Politicians, public men and bodies, newspaper publishers and writers and others may find a useful lesson in the experience of Tim. It is often much easier to acquire trouble than it is to let go of it.—Vancouver Daily Sun.

Q.—Where did Noah strike the first nail in the ark? A.—On this head. Q.—What is the smallest bridge in the world? A.—The bridge of your nose.



NEWFOUNDLAND Notice to Mariners NO. 1 OF 1918

Baccalieu Isld. Fog Alarm

Lat. 48° 06' 20" N. Lon. 52° 48' 10" W.

The Fog Alarm at Baccalieu Island requiring repairs necessitating a stoppage, notice is hereby given that its operation will be discontinued on and after May 21st.

It is supposed that the repairs will take about a fortnight. When repairs are completed, the Alarm will be put in operation without further notice.

(No. 2 of 1918) Offer Wadhams Island.

Latitude 49. 35. 35. N. Longitude 53. 45. 12. W.

Notice is hereby given that the revolving Light at Wadhams Island giving single flashes at intervals of 30 seconds is temporarily discontinued. During its stoppage an Occulting Light will be exhibited, giving alternative periods of 5 seconds light and 5 seconds dark. Due notice will be given when the Revolving Light is re-established.

J. G. STONE, Minister of Marine & Fisheries, Dept. of Marine and Fisheries, St. John's, Nfld., July 13th, 1918. Oct 18, 21

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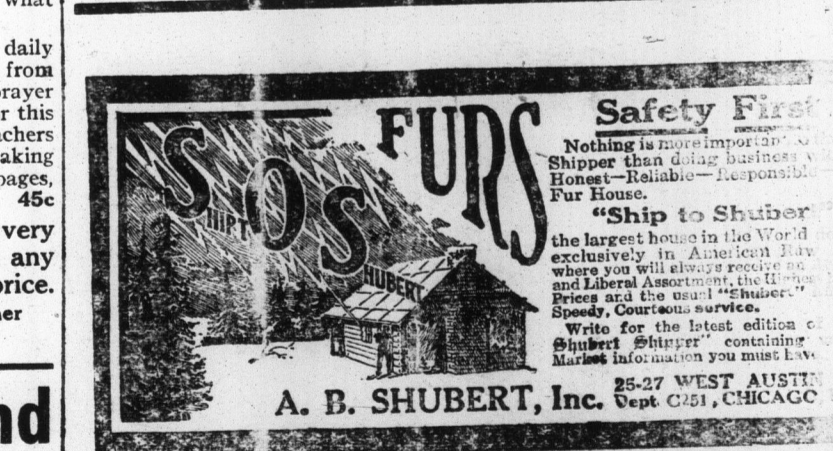
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