

4,020 YARDS EMBROIDERIES, Sale Price, 8c. to 70c. yard.

This huge assortment has just come to hand direct from Switzerland, finest materials, daintiest designs, one inch to 27 inches in width.

See them now on our Bargain Counters as you enter the door.

OPENED TO-DAY:

100 dozen Coats' Crochet Cotton,
Numbers 10 to 80.

200 dozen Paton's Lustrated Crochet Cotton,
Numbers 10 to 40.

'Phone 484.

Ladies' Spats, Only \$1.55 pair.

50 pairs only, shades are: Sammy and Sand.
Good value for \$2.10 pair.

Ladies' New Gloves.

Assorted Tan Kid, . . . \$1.70 pair.
White Kid, . . . \$1.20 pair.
Chamois Suede, . . . \$2.10 pair.

We now offer a full range of sizes in the above.

DAMAGED GOODS.

2,500 Yards
FLANNELETTE, 20c. to 30c. yard.

1,300 Yards

SHIRT REGATTA, 20c. to 25c. yard.

Only a few pieces remain. Don't neglect this golden opportunity. Prices are going to be much higher.

BISHOP, SONS & COMPANY, LIMITED.

Dry Goods Department.

P. O. Box 920,
St. John's.

Thoughts Upon the Times.

(By PATRIOT.)

The Premier—Dr. Lloyd—stated at the recruiting meeting that the "Tonnage" question was the most serious difficulty confronting us. The Prime Minister of England says, "No—reinforcements for your Regiment is the greatest need." To show that both England and America regard the supply of men and material for the armies as the most vital question, they both refuse, as Dr. Lloyd stated, to allow us a steamer to replace the ill-fated Florizel. If we examine this closely and realize the seriousness of the situation, we must conclude that Dr. Lloyd is wrong, and the Prime Minister of England and the Government of the United States, are right.

No matter how long the war may be prolonged, the people of Newfoundland, if they are careful and provident, cannot starve. We have an abundant fish supply of all kinds. We can, if we make the effort, raise all our vegetables such as potatoes, cabbage, turnips, carrots and parsnips. By investing a little capital and using a little more common sense we can raise all our beef, mutton and pork. All the hay and oats that we require for our own use can be successfully raised in Newfoundland, if we go about it in the right way. But we need to be in earnest and prepared to use more effort and apply more scientific measures. There are in this country at least four million, four hundred thousand acres of good agricultural land, and not one twentieth of it is taken up. These are not the random statements of some enthusiastic optimist; they are warranted by solid facts that cannot be set aside. At present we have to import such necessities as flour, coal, salt beef and pork, sugar, tea, etc. To do this we have a fleet of twenty-two ocean going steamers—from the Kyle to the Kite—a large fleet of sailing vessels, and a railway from Port aux Basques to St. John's. If all these are not sufficient to bring supplies to feed our small population of two hundred and forty thousand people it will be for the lack of good management, not for the want of tonnage and transportation facilities. The tonnage question is more imaginary than real, and a great deal too much attention has been given to it to the disadvantage of the more important question of sending reinforcements to our Regiment in France.

Little more than one hundred years ago when England was at war with France and America, our forefathers knew what it was to endure war conditions. There were no steamers and no railway then.

From the old records of 1813 we find the following: "So dire was the scarcity of bread and flour that at one period common biscuit was retailed out in small parcels of a few pounds as a peculiar favour to the poor, at the rate of 26 sterling per cwt. Potatoes were sold at 35s. per barrel (two bushels and a half), and the inhabitants were reduced to the most alarming state of need when a vessel arrived from Greenock with relief."

In the summer of 1813 the following prices prevailed: "Biscuit (Hamburg), 75s. to 84s. per cwt. Flour, 120s. to 128s. per barrel. Beef 140s. to 147s. per barrel. Pork, 180s. to 200s. per barrel. Potatoes, 22s. 6d. to 25s. per barrel." In those days this country had to depend entirely on the chance arrival of some sailing vessel to supply their wants and to keep them from starvation. The fisheries were their only means of support and when they failed everything else failed with them. The courage and endurance which they exhibited through all the long period of the Napoleonic Wars, and the suffering which they endured in consequence of the difficulties which overtook the country as a result of the declaration of peace in 1815, are truly remarkable. Nothing approaching it has yet happened to us nor is likely to happen, no matter how long the war may last.

We are now in the fourth year of the greatest war the world has ever seen and so immune are we from its results that we have not yet taken into consideration the cutting out of our pre-war luxuries. Unexampled prosperity, as a result of the war, is found all over the country.

All this prosperity is entirely due to the watchfulness of the British Navy and the heroic courage and devotion to duty of the British Armies. In both branches of the service our own noble lads are doing their bit, and the only serious question confronting us to-day is not the Tonnage problem but "How can we send our Regiment the reinforcements they so badly need in the shortest possible time." The answer is by the Government and people uniting and adopting at once some form of SELECTIVE CONSCRIPTION.

If you want something new and nifty for your new Spring Suit, both in material and make, leave your order with SPURRELL the Tailor. Pretty patterns of Serge and Tweed to select from, and we guarantee you a smart, well-made suit. 365 Water Street. Phone 574. mar11.eod:tf

Railway Officials' Duty to Public.

Editor Evening Telegram.

Dear Sir:—In 1912 Sir Thomas Shaughnessy, President of the Canadian Pacific Railway, addressing the officials of that corporation at the annual dinner given in the C. P. R. Hotel, Montreal, said: "While the officials should continue to labor devotedly and loyally for the intelligent advancement of the company's affairs, they should never forget their duties to the public, and that amongst these duties are the safe and prompt carriage and transportation of the people and the goods that may be entrusted to their care, and to be always unfailing in courtesy."

The above extract is taken from President Shaughnessy's speech as published in the Montreal Star of that date.

It lays down in concise form the essential duties of railway officials, both to the company they serve and to the public whose patronage sustains the company.

It is the well-considered utterance of one of the most successful managers of large railway systems on the North American continent.

I quote it for the purpose of contrasting it with the service which the management and the officials in general of the Reid System have been giving the public of this country since the beginning of the present year.

Shaughnessy is a man well qualified to speak on the duties of railway officials and the object for which railways are operated, and whose opinion should have great weight with the officials of the Reid Newfoundland Railway.

He emphasizes as the most important duty of the officials of the great system over which he has presided for so many years "the safe and prompt carriage and transportation of people and goods that may be entrusted to their care."

By the observance of such principles the great railways of the United States and Canada have become the main arteries of the commerce of the continent. They have increased in wealth in proportion to the increase in their usefulness to the countries which they serve.

It is by the non-observance, indeed, I may say, by the apparent disregard, of such principles that the Reid Newfoundland Railway has so utterly failed to meet the requirements of this country's traffic during the past three months.

In verification of this I need only refer the reader to the conditions existing at North Sydney and Port aux Basques in the matter of freight transportation.

At these two points, as pointed out by me in my letters of the second and fifth instant, we find nearly three hundred cars of freight for this country held up from one to four months because of the inexcusable blundering of the responsible officials of the road. By their evident unconcern as to the requirements of the public and failure to observe their principal duty, which is "the safe and prompt carriage and transportation of the people and goods entrusted to their care," the present management have amply demonstrated their unfitness and incapacity.

The greatest test of capable management of a railway is the efficiency and expedition with which traffic is kept circulating over the system, and the operating of first and second-class passenger trains on schedule time. Applying this test to the officials of the Reid Newfoundland Company we find they have utterly failed in these essential duties, and the public interest of the country has accordingly suffered as never before.

Apologists for the Company, and for the men upon whose shoulders rests the responsibility for the management of the system, put forward the excuse of exceptionally severe weather.

I am not expecting the road to per-

form the impossible. I know as much of weather conditions which hamper train operations as the average citizen, and I have been long enough moving about this country, summer and winter, to know to what extent weather conditions are responsible for impeding movement of trains on any portion of this country's railroads. It is useless, therefore, for hired apologists of the incapable management of the system to try to hoodwink the public as to the failure of the road to meet the demands of the country's traffic since the first of January. In my hearing a day or two ago one of the company's officials poured into the sympathetic ears of a member of the Executive a tale of woe regarding the difficulties with which they had to contend during the past two months.

But he did not touch upon the real cause of the breakdown of the system. He sheltered the management behind a pyramid of fictitious causes, and magnified the obstacles arising from snow blockades out of all proportion to actual conditions.

Snow blockades were made to appear the one and only cause of failure to operate the road with any degree of efficiency. But the official knew, or should know, that the principal cause was not the elements but the incapacity of the men responsible for the operation of the road.

I will, with your permission, Mr. Editor, in subsequent issues show where the real cause of the serious tie-up of the country's traffic lies.

Meantime, let me say that the Government are assuming a serious responsibility by their toleration of the Reid Company's continued neglect of the country's transportation facilities, and their failure to live up to their contractual obligations in the matter of "efficient operation of the railway."

Yours truly,
April 8, '18. ARGUS.

Letters Which Worry Soldiers

How the Anonymous Letter Writer
Wrecks Happiness.

It would be almost impossible to estimate the number of anonymous letters that find their way to the soldiers who are fighting. They generally contain some accusation against the wives, sweethearts or other near and dear women left in "Blighty."

Sometimes these are written to extort money, sometimes to be revenged on the recipient, but as often as not in order to steal the love of a woman from her own man. In each instance the act is deplorable because it is stabbing a man in the back.

It may be well for those who are in the habit of sending anonymous letters to know that after the serious matters of the war are settled, there will be far more drastic measures taken to punish such offenders.

A Soldier and His Sweetheart.

"I bet anything no one would ever find me out if I disguised my handwriting," said one man. He had never devoted his special talent to any disgraceful act, but was proud of his achievement.

But the majority of handwriting experts say that there is not one person in a thousand who can prevent characteristics from appearing in their handwriting, however much they try.

The soldier-lover at once guessed who his girl's traducer was, and he has those letters in his pocket ready for exposure.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

FRESH CAPLIN!

NEW YORK CHICKEN.
CHOICE FAMILY RIB PORK.

JUST ARRIVED—
FRESH FRUIT.

Oranges, Apples, Bananas,
Grape Fruit, Lemons, Pears,
and Tomatoes.

ALSO
CABBAGE, PARSNIPS,
CARROTS, TURNIPS, ONIONS,
and POTATOES.

LOCAL EGGS—Still in Stock.

SALT HERRING, PICKLED FISH,
BONELESS CODFISH, HADDOCK

AYRE & SONS, Ltd.,

Phone 11. Grocery Department. Phone 11.

GET READY for PLANTING

We have now on exhibition at our Store a full supply of

MASSEY-HARRIS FARM IMPLEMENTS,

comprising

No. 8 Plows,

DOUBLE MOULDBOARD PLOWS with Potato Digger attachment.



DRAG HARROWS, SPIKE TOOTH LEVER HARROWS,
SPRING TOOTH HARROWS, SEED SOWERS.

OUT-THROW AND IN-THROW DISC HARROWS, also a full line of
EMPIRE WOOD BEAM PLOWS.

All of which we are selling at our usual low prices. Send for Catalogue and Price List.

Martin-Royal Store Hardware Co.

april 11, 1918

We are all so unconscious of our characteristics that we let them creep in unobserved.

Even "printed" words can be detected by just one little peculiarity. As instanced, a certain man was anxious to turn a somewhat jealous man, who had gone abroad, against his sweetheart, so that he could capture her for himself.

He wrote the man a nice friendly letter, which he signed with his own name, and by the same post sent him a printed anonymous missive, supposed to come from another friend, and hinting that the girl was carrying on with himself. Fortunately, in the interests of justice, the writer had the habit of using exclamation marks freely. He had overlooked this, and the written letter, as well as the printed one, was extravagantly dotted over with exclamation marks.

The soldier-lover at once guessed who his girl's traducer was, and he has those letters in his pocket ready for exposure.

These "anonymous" letter-writing scoundrels can be detected by skill and perseverance, and since the pests have been so numerous a society is to be formed which will look into matters, and help those who cannot afford to engage lawyers or experts to trace the mischief-makers.

These "anonymous" letter-writing scoundrels can be detected by skill and perseverance, and since the pests have been so numerous a society is to be formed which will look into matters, and help those who cannot afford to engage lawyers or experts to trace the mischief-makers.

These "anonymous" letter-writing scoundrels can be detected by skill and perseverance, and since the pests have been so numerous a society is to be formed which will look into matters, and help those who cannot afford to engage lawyers or experts to trace the mischief-makers.

These "anonymous" letter-writing scoundrels can be detected by skill and perseverance, and since the pests have been so numerous a society is to be formed which will look into matters, and help those who cannot afford to engage lawyers or experts to trace the mischief-makers.

These "anonymous" letter-writing scoundrels can be detected by skill and perseverance, and since the pests have been so numerous a society is to be formed which will look into matters, and help those who cannot afford to engage lawyers or experts to trace the mischief-makers.

These "anonymous" letter-writing scoundrels can be detected by skill and perseverance, and since the pests have been so numerous a society is to be formed which will look into matters, and help those who cannot afford to engage lawyers or experts to trace the mischief-makers.

FLAGS



FOR
SOLDIERS
DAY.

Fling out your Flag. Show your interest in the Day. We have all kinds of flags and in all sizes. Special prices for the event, 5c, 10c, 15c, 20c, 25c, 30c, 40c, 50c, 60c, 70c, 80c, 90c, and 1.00. And BUNTING FLAGS. BRITISH, FRENCH & BELGIAN. Small and large American flags.

SOFT FELTS—Young men's hats. Felt Hats: just the hat you want like for Spring wear. Come in shades of Navy, Green, Brown, Slate or Black, wide silk band, turned-edge. Fall in line with friends, they all wear the Soft Felts. Reg. \$1.50. Fri. day, Saturday and Mon. \$1.00.

ARMLETS—A nice silky make in shades of Sky, Hello and Tan; fit snug and are very useful when you are wearing the soft cuff during working hours. Reg. \$1.00. Fri. day, Saturday and Mon. \$1.00.

Greater Value

SAFETY RAZORS.—We have a line of these, each with a blade; the whole fit out packed neat dome fastened pocket case. \$2.50 value. Friday, Saturday and Monday

MEN'S SOCKS.—If you are looking for value in good wearing socks, get it right here. Black, Slate and shades in a medium weight; we are selling these. Friday, Saturday and Monday, the pair

Just What You Spring



Ladies'

Something long, trying, able, snug, Sweater, vest, Collar and Cuffs, Facings, shirt and Rose; Fri. day, Saturday and Monday

Savings

BOYS' OIL CO.

school boys working ready and easy; these heavy, will stand the test from 7 to 10. Friday, Saturday and Monday

BOYS' CAPS—A couple of swell lines in fine Navy Serge; very suitable for fine Tweed and Serge makes in the best; best English make. Regular price \$1.00. Friday, Saturday and Monday

YOUTHS' BRACES—Made like Daddy's and all leather fastenings. This is the make than the ordinary Boys' Braces. Friday, Saturday and Monday

SCHOOL BAGS—Waterproof School Bag or shoulder strap; a roomy bag with leather bound; assorted plans. 48c. each. Friday, Saturday and Monday

TABLE NAPKINS—A gross or so of Table Napkins, size 15 x 15, hemmed, quality for everyday use. Regular price \$1.00. Friday, Saturday and Monday

TOWELING—For Rollers or Cup Toweling. Toweling, 16 inches wide, with dots; this is exceptionally good value. Regular price \$1.00. Friday, Saturday and Monday

EXTRA LARGE STRAW RUGS—These larger than the ordinary Hearth Rugs. Brown and Natural and Green and bound all around; plain centre and Reg. \$2.50. Friday, Saturday and Monday

STRAW MATS—These are large size, edge, in Green and Natural shade, made a nice Mat for the bedroom. Friday, Saturday and Monday

EXTRA LARGE STRAW RUGS—These larger than the ordinary Hearth Rugs. Brown and Natural and Green and bound all around; plain centre and Reg. \$2.50. Friday, Saturday and Monday

STRAW MATS—These are large size, edge, in Green and Natural shade, made a nice Mat for the bedroom. Friday, Saturday and Monday

EXTRA LARGE STRAW RUGS—These larger than the ordinary Hearth Rugs. Brown and Natural and Green and bound all around; plain centre and Reg. \$2.50. Friday, Saturday and Monday

STRAW MATS—These are large size, edge, in Green and Natural shade, made a nice Mat for the bedroom. Friday, Saturday and Monday

EXTRA LARGE STRAW RUGS—These larger than the ordinary Hearth Rugs. Brown and Natural and Green and bound all around; plain centre and Reg. \$2.50. Friday, Saturday and Monday

STRAW MATS—These are large size, edge, in Green and Natural shade, made a nice Mat for the bedroom. Friday, Saturday and Monday

EXTRA LARGE STRAW RUGS—These larger than the ordinary Hearth Rugs. Brown and Natural and Green and bound all around; plain centre and Reg. \$2.50. Friday, Saturday and Monday

STRAW MATS—These are large size, edge, in Green and Natural shade, made a nice Mat for the bedroom. Friday, Saturday and Monday

EXTRA LARGE STRAW RUGS—These larger than the ordinary Hearth Rugs. Brown and Natural and Green and bound all around; plain centre and Reg. \$2.50. Friday, Saturday and Monday

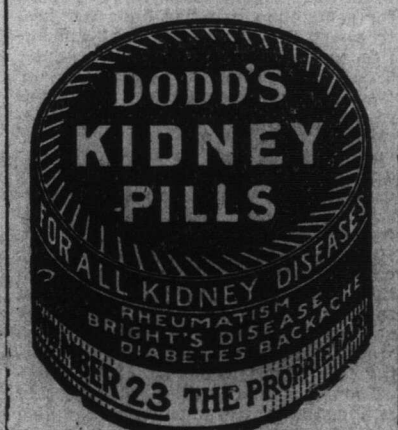
STRAW MATS—These are large size, edge, in Green and Natural shade, made a nice Mat for the bedroom. Friday, Saturday and Monday

Premier Gasoline

gets the regular "putt-putt" out of your engine that takes you there and back the same day, a clean, reliable fuel for gasoline-burning boats.

Big stocks always on hand and always make prompt deliveries.

THE IMPERIAL OIL COMPANY
Limited
ST. JOHN'S, NEWFOUNDLAND



DODD'S KIDNEY PILLS
FOR ALL KIDNEY DISEASES
RHEUMATISM
BRIGHT'S DISEASE
DIABETES
GRAVEL
MIGRAINE
HEADACHE
NEURALGIA
BRONCHITIS
ASTHMA
GOUT
SCURF
PSORIASIS
ECZEMA
PRURITUS
ITCHING
SORE THROAT
TONSILLITIS
LARYNGITIS
OPHTHALMIA
OTITIS
RINORRHOEA
CATARRH
EMPHYSEMA
PNEUMONIA
TUBERCULOSIS
SCURF
PSORIASIS
ECZEMA
PRURITUS
ITCHING
SORE THROAT
TONSILLITIS
LARYNGITIS
OPHTHALMIA
OTITIS
RINORRHOEA
CATARRH
EMPHYSEMA
PNEUMONIA
TUBERCULOSIS

European Agency.

Wholesale Indents promptly executed at lowest cash prices for all British and Continental goods, including:

Books and Stationery, Boots, Shoes and Leather, Chemicals and Druggists' Sundries, China, Earthenware and Glassware, Cycles, Motor Cars and Accessories, Drapery, Millinery and Price Goods, Fancy Goods and Perfumery, Hardware, Machinery and Metal, Jewellery, Plate and Watches, Photographic and Optical Goods, Provisions and Oilmen's Stores, etc., etc.

Commission 2 1/2% P.C. to 5% p.a. Trade Discounts allowed. Special Quotations on Demand. Sample Cases from \$50 upwards. Consignments of Produce Sold on Account.

William Wilson & Sons
(Established 1314.)
25 Abchurch Lane, London, E.C. 4.
Cable Address: "Annular, Lond."

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.

MINARD'S LINIMENT CURES GARTER IN COWS.