

# ELECTION YEAR VOTE CATCHERS

Railway Arbitration Awards, Paid  
Out Between July 1st, 1913,  
and June 30th, 1914.

(Concluded)	15.00	Est. Patk. Furlong . . . do	25.00
Leander Drover, Trustee	15.00	Est. John Redman . . . do	8.00
Richard Critch . . . do	126.50	Est. Wm. Murphy . . . do	10.00
Joseph Drover . . . do	20.00	Michael Harrington . . . do	15.00
John Bryant . . . do	126.50	Jas. Finn of Wm. . . do	8.00
Jacob Critch . . . do	30.00	Est. Thos. Barry . . . do	15.00
Reuben Bursley . . . do	70.00	John Knox . . . do	10.00
Est. Joseph Rowe . . . do	1,252.00	Est. Jos Quinn . . . do	17.50
Est. Joseph Rowe . . . do	40.70	Maurice and Mary Harri-	
Est. Martin Rowe . . . do	638.70	gan . . . do	10.00
Est. Aaron Bryant . . . do	123.00	Edw. Corbett . . . do	30.00
Est. Wm. Kennedy . . . do	777.50	Est. Michael White . . . do	30.00
Joseph Garland . . . do	88.00	Est. Mich. Kennedy . . . do	30.00
Est. John Lawlor . . . do	44.30	Est. Stephen Luther . . . do	15.00
Est. Will Jas. Peach . . . do	132.15	John Clarke . . . do	45.00
Robert Hedge . . . do	15.00	Est. Wm H. Clarke . . . do	7.50
Est. Lawrence Mullaly . . . do	46.25	Est. Patk. Kelly . . . do	40.00
Philip L. Fahey . . . do	38.75	Wm. Keefe . . . do	30.00
Wm. Johnson . . . do	46.25	Est. Mary K. Cullen . . . do	10.00
Est. Will Jas. Peach . . . do	63.70	Est. Richard Doherty . . . do	20.00
Est. Stepn. Crummery . . . do	244.25	Est. Michael Sweeney . . . do	10.00
James Crocker . . . do	230.00	Est. Lawrence Finlay . . . do	10.00
Willis Cole . . . do	125.00	Est. Alfred Butler . . . do	9.00
Michael Cahill . . . do	10.00	Est. Maurice Tobin . . . do	5.00
R. C. Episcopal Corpora-		Ambrose Marshall . . . do	10.00
tion . . . do	200.00	Chas Farrell . . . do	5.00
Est. Wm. Kavanagh . . . do	90.00	Est. John Moran . . . do	7.50
Sparkes Joyce . . . do	27.75	Est. Margt. Murphy and Wm	
Nfld. Conference . . . do	102.50	Lyons . . . do	5.00
James Ryan . . . do	160.00	Est. Wm. Winsor . . . do	5.00
Wm Jenkins . . . do	675.00	Est. Patk. Merrigan . . . do	10.00
Mary Pittman . . . do	30.00	Israel Penny . . . do	10.00
Reuben Taylor . . . do	73.50	Robert Penny . . . do	90.00
Geo. Powell . . . do	73.50	Jacob Penny . . . do	60.00
Philip Templeman . . . do	5,493.30	Benjamin Penny . . . do	75.00
Mary Templeman, Extr.		Jacob Penny . . . do	35.00
Will Wm. Templeman do	150.00	Nfld. Conference . . . do	700.00
Jas. Sweeney . . . do	20.00	John Butt . . . do	35.00
Est. Joseph Turner . . . do	456.25	Moses Parsons . . . do	167.50
Est. Mary C. Boggan . . . do	33.00	Mich. Powell of Silas . . . do	350.00
Philip J. Scott . . . do	70.00	Est. Matt Brien . . . do	86.25
Patrick J. Rowe . . . do	75.00	Est. Wm. Finn, Sr. . . do	16.00
James Carew . . . do	90.00	Thos. Stanley . . . do	15.00
Jeremiah Carew . . . do	180.00	R. C. Episcopal Corpora-	
Lawrence Carew . . . do	50.00	tion . . . do	10.00
Andrew Carew . . . do	90.00	G. Powell and N. Powell	
Peter Tobin . . . do	100.00	of Silas . . . do	1,850.00
Jno. Fahey of Philip and		Chas. Farrell . . . do	2.00
Sarah Fahey . . . do	100.00	A. B. and George B.	
William Benson . . . do	230.00	Peach . . . do	180.00

## AT THE NICKEL

### Presentation of Colours to The Newfoundland Regiment

This picture will be shown extra with the usual week-end change of programme.

## "The Hazards of Helen"

See Helen Leap from the Water Tower.

Big Bumper Matinee for the Little Ones Saturday

### Respecting a Telegraph Office At Brookfield

(Editor Mail and Advocate.)

Dear Sir,—In a recent issue of the "Free Press" I notice the Correspondent from Westville made reference to the re-opening of the telegraph office at Brookfield. He attempted to charge the Union for opening this office and said there was no need to have an office here, as one could be reached on either side within a mile and a half, namely Valleyfield and Westville.

I would like to ask Correspondent who is going to bring our messages from either of the above named places. Have not important messages been lying in these offices and people anxiously waiting for them.

Are not the people of Brookfield entitled to a part of the public conveniences as well as other people. I wish to remind our friend that the people of Brookfield are paying their part of that \$4,000,000 which is taken from the people as well as those of Westville. And why should we not be given the benefits of a telegraph office as well as Westville with telegraph and post offices, water pipes, channels dredged, government bulls, horses, sheep and pigs, and Brookfield with not a public place to rest the soles of their feet, or anything to recompense us for our proportional part of this vast amount spent on public works.

We congratulate our Union member on his effort to get this for us, and I all the money taken from us in taxes was spent in such useful ways, the people would not regret it. We are glad that a few of the so-called "Graballs" here did not get things as much their way as they imagined they would.

I would ask the Correspondent of the Free Press at Westville and others as well not to be too selfish, but just consider that others want to be in communication with the outside world as well as the folks at Westville.

Correspondent tried to impress upon us there was no need of this expense upon the Government. He seems to be considering how the monies should be spent. Now, if he is sincere in this I feel sure he will give us his opinion of what he thinks of the useless expenditure of the Agriculture Board in sending another bull and stallion to Westville, which arrived by last Prospero. For Mr. Editor, of all the wasteful expenditure by the present government this is the most barefaced. Surely this must be done to give Downey and Devereux something to do. But it shows how much they understand their business, to send bulls to a place for breeding purposes, where only a few people are keeping cows for a luxury instead of necessity.

The stallions, we are told, are sent in care of Capt. Jesse Winsor, a brother to the defeated candidate W. C. Winsor. This same man has one already and if reports are correct this is how the business was done. The stallion came in charge of the society, Capt. Winsor was then chairman of this society. He called three or four of the officers into his shop, asked one to propose and the other to second, that he should have the stallions; and I assure the government that this animal has well earned its keep. Now he gets the second one, I presume, on the same conditions. Some of us are surprised to find such a straight forward man in other ways, dabbling with such unfair business.

I suppose this is what Sir Edward taxed our motor engines and other necessities of life, for to give his graball heels a little more pickings.

Most of us are daily praying that peace will be proclaimed and the present war be brought to a close. But I fear another is at hand. If not so great, it will be nearer home, for certainly civilized people cannot tolerate such transactions as those of the present government to overburden us poor struggling individuals with taxes that are almost making life a misery to some, and then to squander it in such ways.

I always was a believer that with God all things were possible. I am almost led to think now that it is impossible for Him to create a greater crowd of squanderers than those

### ROSSLEY'S EAST END THEATRE.

St. John's Leading Vaudeville and Picture Theatre.

## A GRAND PERFORMANCE

TOWARDS THE AEROPLANE FUND.

Under the Distinguished Patronage and Presence of His Excellency the Governor and Lady Davidson.

WILL TAKE PLACE IN

Rossley's East End Theatre on July 29th.

This will be one of the finest performance ever given in this popular theatre.

NOTE—Tickets on sale in a few days and full particulars of concert later.

### 5c. CRESCENT Picture Palace 5c.

#### "THE TICKET-OF-LEAVE MAN"

The famous Detective Drama produced in two Reels by the Biograph Company.

#### "THE HEART OF SUNNY JIM"

A Vitagraph Melo-Drama featuring Bobby Connelly, the clever boy-actor.

#### "BRONCHO BILLY'S CHRISTMAS SPIRIT"

A Western Drama with G. M. Anderson.

#### "DIOQUES WEEKLY"

A few things Dioques saw in New York.

#### "SAVED BY THEIR CHEE-ILD"

A Biograph Comedy.

GOOD MUSIC AND GOOD SINGING.

A COOL AND COMFORTABLE THEATRE.

THE USUAL EXTRA PICTURES AT THE BIG SATURDAY MATINEE—SEND THE CHILDREN

### A Challenge To the Reids and Govt. Engineers

(Editor Mail and Advocate.)

Dear Sir,—Many a man's so-called dignified silence is due to the lamentable fact that he doesn't know what to say, and such a quotation as the above can be properly applied to some of the official of the R. N. Co. and particularly to the staff appointed by the Government to inspect the Railways and the rolling stock. The public are commencing to enquire and ask the reason Government Engineer Hall and the Supt. of Motive Power for the Reids don't defend themselves against W. L. Butler's letters in the Mail and Advocate, respecting the railroad and their duty to the public. We have watched a reiteration of W. L. Butler's letters in the Press challenging the Supt. of Motive Power and the Government Engineer to prove their mettle in railroad qualifications and machinery connected therewith, but up to date his charges and declarations concerning the road and machinery have been passed by them in silence. Now I would like to ask the cause of Engineer Hall's silence as to reports of the condition of the railroad and rolling stock, which should be properly made out by him and handed to the public by whom he is paid. Is the cause of Hall's and Lately's silence borne out in the first paragraph of this letter or are they going along heedless of public safety and right. It seems to me that neither the Supt. of Motive Power, nor Hall possess railroad mettle enough to knock down W. L. Butler's statements concerning them, or they would have done so long ago. I notice some time ago one of W. L. Butler's letters to the Mail and Advocate made reference to the air brake system on our road, which is the most important bit of machinery in railroad, seeing that it controls the train and by its

that have control of our public affairs at present.

CORRESPONDENT.

Brookfield, July 20th, 1915.

very important service passengers are guided safely to their destination, but when this machinery is wholly neglected, as it is on our Nfld. roads, trains must obey the Law of Gravitation and run recklessly down a heavy grade which affords great danger to the travelling public. One efficient brake on a full train cannot control it safely. It is clear that Butler thoroughly understands the airbrake and can tell at a glance an efficient train from a deficient brake. His letters concerning the airbrake, the condition of it at present, and the important part it plays in rail road safety when kept in proper shape has also been passed by in silence, which is evidence enough that neither Lately nor Hall understand it as they should. If we could see one of Engineer Hall's reports made public concerning the above we could then tell at a glance whether he is master of his situation or not.

So far we have waited in vain for such—and have also waited in vain for any official in the Reid Nfld. Co. to come out and prove their mettle against W. L. Butler's, therefore we must conclude that their so-called dignified silence is due to the deplorable fact that they do not know what to say. Thanking you in anticipation for an insertion of the above.

A STRICT OBSERVER.

Clareville, July 19, 1915.

#### Social Justice First

The Public (Chicago)

Peace is conducive to the solution of the problems at hand; but peace will never be permanent, until the solution has been found. Whether or not the present war will be the last will depend upon whether or not the great social and economic injustices that oppress society will be removed before it is time for another military upheaval. Establish justice; give to all equality of opportunity, and there will be little occasion for war. So long, however, as the average man is waging a losing fight in the industrial struggle, just so long will he respond to the call to arms. Let us continue to talk peace, let us praise peace, let us honor peace—for peace is worthy of all these, and more—but let us not forget that peace and injustice can never dwell together in harmony.

## Specially Low Prices in LUBRICATING OILS.

Up to the 15th June, we will deliver "POLARINE" Oil at the following prices:—

5 Gal. Can POLARINE OIL, Imperial Measure, for \$3.60. Original Price, \$4.50.

2--5 Gal. Cans POLARINE OIL, Imperial Measure for \$7.00. Original Price, \$8.80.

This is strictly Non Carbon, Non Freezing Oil and is strongly recommended for Motor Cars and Motor Boat engines.

### TESTIMONIALS:

From The Acadia Gas Engine Co., Ltd.

"We consider "Polarine" Oil to be the best and most suitable for our engines and recommend it to our customers.

(Signed) N. Ritcey,  
"MANAGER."

From Swim Bros.,  
Fish Merchants.

We have used all kinds of Cylinder Oil in our Motor Boats and are now using "Polarine" which gives us better satisfaction than any oil we have ever had.

Yours truly, (Sgd.) SWIM BROS.

# A. H. Murray

ST. JOHN'S