

Early to bed and
Early to rise,
With a cup of Vi-Cocoa
To make you quite wise.

VI-COCOA

Nourishing and Delightful.

How Outport Doctors Are Paid

Some Sidelights on Patronage.

For Evening Telegram.

Dear Sir.—As the only Medical Man on the floor of the Assembly it was my duty, had I been permitted to remain there till the Public Charities Committee was under discussion, to make a demand for fair play for the outport medical practitioners, who are forced to do the Government's Charity work for nothing. My friend, Mr. MacDonnell, member for St. George's, very kindly and very ably drew the attention of the House to the subject a few days ago, but the public at large (who probably class the outport doctors with the bloated monopolists,) and who by the bills are entitled to know whether the money they pay is properly expended or not. Early in the present Session it was very edifying to me at least, to see the unanimity with which the Bill introduced by the Minister of Justice, Mr. Warren, which the Lawyers were permitted (almost double their charges), was passed and passed without question. As was my friend, Mr. Higgins himself, would say, "delightful" to see the drift of corps which caused the late to jump at once to his feet and force the remarks of the introducer, incidentally give the rest of the position the hint of "hands off," bringing me "as-in-duty-bound" phrase I learned from hearing petitions presented, daily for a couple of months, make any objection.

Medicine Has No Organization.

I regret that there is not in the medical profession in Newfoundland same unity, the same organization, the same power to secure their rights as was there demonstrated by legal profession. But being a member in the "power of the press," I permit to present the case of Outport Doctors to the public through that medium, hoping thereby arouse the spirit of fair play. It is said that the matters and incidents to which I shall refer could exist if the Doctors would only and by one another, but it must be remembered that the Doctors are scattered all over the Country and rarely meet. As a matter of fact, though I have been practicing for over twenty years, within two hours of the day, I do not know any of the doctors in St. John's. There is no Medical Society or other organization to bring them together. On the other hand all the doctors in the Country, (licensed as I mean), live and have lived in St. John's, and if they should get together to mutiny the public, which I do for a minute insinuate, who is there to say them nay? While the doctor must wage a campaign for himself.

An Immutible Law.

There has been in force for many

years a rate of compensation for the medical attendance of poor, attended on the order of the local relieving officers, which is not only ridiculous but an insult to our profession. Who was the originator of the scale cannot be discovered, but he was a Mede or a Persian, as it has stood unchanged the assaults of ages. All our Governments have taken pride in the fact that no poor person, who is in need of medical attendance shall suffer in this Dominion, for is there not a large amount voted every year for such care? It is true that we have pauperised all our people by giving Hospital attendance free to those who are able and willing to pay, while scores of people who are genuinely poor must wait for months for admission, although they are paying for the treatment of the former. But in the treatment of the sick poor at their homes the Government poses as the Great Benefactor, while handing the Charity to the Doctor to do for nothing; for that is what a payment of fifty cents a visit and twenty-five cents a mile (going only) means. No amount of protesting can secure fair play, and unfortunately a strike is out of the question, for if the neighbouring Doctor, who may be hankering for an extension of territory at the local man's expense, does not step in and do the work at the rate offered, a five thousand dollar Colonial Secretary, who has not to wet his feet to earn his salary, will hold you up as one who would neglect the POOR for "filthy lucre." Doctors as a rule do more than their share of Charity work in everyday practice, without having to do the Government's also, and it is unfair that they should be compelled to do so.

How the Government Does It.

While the attendance of the regular poor may be done while a Doctor is on his ordinary rounds and thereby not put to much additional expense, the inadequacy of his compensation does not call so much as for the accident and emergency cases, and Public Health work, all of which must be attended immediately, the amount allowed is nothing but an outrage. In connection with Public Health work I have, on several occasions, written the Medical Health Officer, Dr. Brehm, who agreed that the fees were ridiculous. During his absence last year I wrote Dr. Fraser and Dr. Scully, who were Acting M. H. O.'s at the time. Dr. Scully recommended to the Government a payment of One dollar a visit and One dollar a mile, which would be satisfactory. I was then in attendance upon an epidemic of Smallpox at Conception Harbor. Correspondence with the then Colonial Secretary, the Hon. Mr. Haultard, brought only a rebuke.

Sinclair's Fidelity Hams,

Just received. Quality the same as ever.

Eno's Fruit Salts, 85c. bottle.	Campbell's Soups, all kinds, 16c. can.
Raspberries — No. 2 size tins.	Small Ribs of Pork.
Strawberries — No. 2 size tins.	Bacon Squares, 1 lb. size.
"Del Monte" Sliced Pineapple.	10 lbs. Egyptian Onions, 75c.
VAVASSEUR'S CEYLON DESICCATED COCOANUT, 35c. lb.	
LOIN OF PORK machine sliced to your order.	
Eddy's Safety Matches, 12c. doz.	Heinz Peanut Butter, 3 sizes.
Green Peas, Standard, 25c. can.	Heinz Tomato Ketchup, small & large.
Fresh Eggs.	Grape Fruit.

C.P. EAGAN,

Duckworth Street & Queens' Road

of my intention of deserting the POOR, as I had notified him that when the cases then under treatment were released from quarantine, I declined to attend at the rate paid. Nothing was said by him of the Government's obligation to the afflicted or to a man's right to be adequately paid. When pressed for a satisfactory answer as to why the M. H. O.'s recommendation could not be carried out, he side-stepped in the manner now become characteristic of the Colonial Secretary's office, referred me to the Department of Charities, as the matter did not come within his jurisdiction at all. Yet within a fortnight of the receipt of that letter he sends me a circular letter notifying me that "the Government had decided to pay Medical men engaged on attendance in contagious diseases, \$15 a day and expenses, where the Medical man has to go away from his practice, and was not to apply within the radius of his practice," so I was as well off as ever. Shortly after I went away, and in my absence a second outbreak of Smallpox took place in Coilliers and Bacon Cove. Dr. Gill was called and engaged at \$15 a day and expenses. Of course it may be said that there was nothing else to do but to send for him as the local man was away, but he continued to attend all the epidemics that occurred later until the snow stopped him, when I was engaged at the SAME RATE OF PAY till travelling conditions improved, when I was "reduced to the ranks" and he took up the work again.

Some Interesting Figures.

To show the public the "penny wise and pound foolish" side of the refusal of some red tape ridden bureaucrats to back down on this matter and what it has had to pay for his stubbornness, I will compare the cost of the two epidemics.

First outbreak of 97 cases cost for attendance \$2,86 per case. Medicines furnished cost 22 cents per case and the entire cost of the epidemic was \$2,88.25.

Second outbreak cost \$23 per case, about 61 cases. Medicines cost \$113 per case.

Total cost of second outbreak \$1,592.

This second epidemic if paid for at the rate advised by the Medical Health Officer, would have cost \$460 or \$1,400 less than it did. As all those accounts are "certified correct and authorised" by M. F. O'Toole, S.M., and as that official accompanied the Doctor and Druggist on their rounds on very many of the trips, we must presume that as far as he knew they were correct. It may incidentally interest the public to know that Mr. Cantwell of Brigus, was paid One thousand and sixty-five dollars for motor driving in Harbor Main to "attend Smallpox," and in addition also collected a medicine bill of two hundred and nine dollars. The epidemic must have been exceptionally severe and widespread, as visits were made from Brigus to Holyrood South, including Chapel's Cove and Harbor Main on several occasions, although the people there did not know they had Smallpox last Summer. Dr. Gill made only 42 days' attendance and a couple of side trips on three of which he used Mr. Lamb's car, yet so anxious was Mr. Cantwell about the health of his district, that he had to make 89 trips for which he has been paid. In fact things must have been very serious during my absence last year, though I did not miss many faces on my return, but this is due to the splendid attendance they received. To read the bills for motor drives is like reading the Calendar. Trips are charged for June 2, 4, 7, 9, 11, 13, 16, 17, 18, 19, 20, 21, 23, 24, 27, July 1, 2, 3, 4, 7, 10, 14, 16, 18, 19, 20, 23, August 18, 20, 23, 26, 27, 28, 31, September 1, 3, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 25, 26, 27, 29, 30, October 1, 2, 3, 4, 9, 10, 11, 13, 14, 15, 16, 17, 20, 23. The disease seems to have ceased the day after Nomination Day as the charges ceased, or was it that on that day Mr. Cantwell found out that he could not kill out the particular Smallpox he was after? Apparently it was good policy to make him while the sun shone, and like the cost of living, motoring soared towards the end of the season. A trip to Avondale in June was worth \$650, but in September had risen to \$1,100. Seven trips to Holyrood at a cost of \$190 helped along the good cause. It took 17 trips to Bacon Cove to look after 4 houses and prices ranged from \$14 to \$26, or a total of \$245. September 1st was a busy day as 2 trips were made to English Cove, 2 to Conception Harbor and 2 to Avondale at a total earnings for the day of \$37, besides performing the wonderful feat of getting to Avondale from Brigus without going through Conception H.R., for separate charges were made for each so they must have been visited at different times. Having seen these charges in the original, I am convinced that it pays much better to be the cabby driving the Doctor than to be the Doctor.

Doing the Work Gratis.

All over the Country Doctors are compelled to do the Government's work for practically nothing, and in view of the exhibition above, I am sure the great general public would much prefer to see that the practitioner who has borne the heat and burden of the day for the outports should be paid decently for his work than to have the public funds squandered as in the case quoted. Unless public opinion compels the Government to do us justice, there is nothing left to do but to throw up all Government work altogether.

To continue the policy in force in this district of subsidising one Doctor to encroach on the practice of another is both contemptible and demoralizing. The recommendation made by the M. H. O. of a fee of \$1 a visit and \$1 per mile would be fair for all Government work within the area of a practice and would be acceptable to the profession, and I think should be immediately granted.

I have the hope that this letter may help my "brothers in arms" to obtain justice, but if it does not it will at least let the "Dear People" know who have been joy-riding at their expense.

Yours truly,

W. E. JONES.

Avondale, July 5, 1920.

An Important Matter.

Editor Evening Telegram.

Dear Sir.—The regulations governing Vehicles and Motor traffic recently promulgated by the Inspector General are only such as are enforced in every city, and are not being put in operative any too soon in St. John's. To the writer, however, there still appears to be a weak link in the chain of protective measures here as they apply to motor car driving.

In all British countries the rule of the road is that drivers must pass to the left of all vehicles going in a contrary direction, and to the right of vehicles going in the same direction as themselves. Consequently in all British countries the driver's seat is on the right hand side of the car or carriage, as this best enables him to judge of the least margin of safety he can, in crowded thoroughfares, give to other passing vehicles. In the United States, however, the opposite is the rule—American drivers must pass to the right, and consequently the American driver's seat is on the left side of the car or carriage, and for the same reason that ours is on the right side.

Until within the past four years or so, 95% of the motor cars imported here had their drive wheels on the right side, as they should be, as the cars then imported were, from lots specially designed for export to Canada or other British countries. With the enormously increased demand for motor cars and trucks for war purposes, there was not the time to give to the production of special feature cars, and only the American type was turned out, hence in the past five years nearly all the American cars imported here have the drive wheel fitted on the left side of the car, and this should now be prohibited, as it is a source of very serious danger, as every driver will realize, and sooner or later must be the cause of accidents.

If the power be not already vested in the Inspector General to enforce the importation only of cars with the drive wheel fitted on the right hand side, Legislation should promptly be enacted to give him such power—as the present illogical method is one of "courting disaster."

Yours truly,

SAFETY FIRST.

July 5, 1920.

HOW YOU CAN TELL

GENUINE ASPIRIN

Only Tablets with "Bayer Cross" are Aspirin—No others!



If you don't see the "Bayer Cross" on the tablets, refuse them—they are not Aspirin at all.

There is only one Aspirin, that marked with the "Bayer Cross"—all other tablets are only acid imitations. Look for the "Bayer Cross"! Then it is real Aspirin, for which there is no substitute.

Aspirin is not German but is made in America, and is owned by an American Company, whose rights being purchased from the U. S. Government.

Genuine "Bayer Tablets of Aspirin" have been proved safe by millions for Pain, Headache, Neuralgia, Colds, Rheumatism, Lumbago, Neuritis.

Handy tin boxes of 12 tablets—also larger "Bayer" packages, can be had at any drug store.

Aspirin the trade mark (Newfoundland Registration No. 761), of Bayer Manufacture of Monocacetic Acid, of Salicylic Acid.

The Bayer Co., Inc., U.S.A.

Feildians Win.

Under fairly good weather conditions and in the presence of a large number of spectators, the Feildian football team defeated St. Andrew's by 3 goals to 2 in last night's League game on St. George's Field. The exhibition of play was very fine, but one goal being scored in the first half in favor of the Saints.

In the second period the Feildians, after some brilliant manoeuvring changed the scoring in their favor by kicking three goals to the Saints one. Mr. F. Brien refereed, the players being: Saints—Goal, Lush; backs, Tait, Carmichael; halves, Foster, Burns, Burroughs; forwards, Quick, Mann, Elton, Young, Chen, Quick.

Feildians—Goal, (Rev.) Fletcher; backs, Hunt, B. Chafe; halves, A. Marshall, E. Chafe, R. Martin; forwards, Winter, Bwing, Payne, Jerrett, Pike.

NO EXPERIENCE NECESSARY

The idea that bread making is a long and difficult operation is a mistake, as bread may now be included in the list of quickly prepared foods, for with

ROYAL YEAST CAKES

light, sweet bread, can be baked and ready for use within four hours from the time the sponge is set. Full detailed instructions are contained in Royal Yeast Bake Book which will be sent free upon request.

E. W. Gillett Company Limited, Toronto, Canada.

NOTES OF TRAVEL:

And Reminiscences of a Pleasant Tour.

I. C. MORRIS.

CHAPTER XXV.

BOSTON COMMON AND THE CHRISTMAS TREE.

Boston Common has long been a

place of historic interest to the city;

and its grounds have been the centre

of many a rally, and the scene of many

an oration. For generations the Common

was the play-ground of the children,

and the recreation ground of the

people; but it is not so now as it was in the

past. When the site of the Common

was selected, Boston was a comparatively

small city and did not have

fifty thousand people, wherein to-day

is boasts a million. In the early

stages of the city's development, the

majority of the business people lived

within the limits of the city proper,

and within close proximity to their

business; and the Common was very

largely frequented. But now things

are changed, and Boston proper, or

that portion of it which must ever be

looked upon as older Boston, is wholly

devoted to business, and the proprietors

of these concerns, as well as

many of their employees live beyond

the city bounds. The facilities of

transit are so great now, that the conditions

of city life are completely

changed; and the agencies of the

telephone and the automobile have

abolished the inconvenience of distance.

Thus the business people are able to

reside miles and miles distant from

their work, and at the same time be

on hand for duty. These agencies,

with the splendid street car system

which connects city with suburb, and

also with adjacent cities, have brought

about the new order which now prevails.

This new order has to a large

degree weaned the people from the

Common, hence, though the city is

greater, the necessity for the Common

seems the reverse; that is, in the

sense in which it was so long cherished.

But Boston Common is still a great

highway in the heart of the city, and

tens of thousands of people pass over

its thoroughfares daily; and thousands

of children play on its lawns, and

romp beneath its shady trees. On

special occasions and on Sunday after-

noons, the chief attraction of the

Common seems to be centered in its

orators who hold forth with zeal and

fervor upon the various questions of

the day. Whether this oratory is as

copious as it was in years past we do

not know, but when we last listened

to it, there was some drastic state-

ments indulged in, especially by the

advocates of extreme socialism. At

the time we wondered why certain

things were said; but were reminded

that it was Boston Common, and that

Boston was the city of free speech, and

that if people did not like what was

being said, they were not bound to

listen to it. This seemed very good

logic, and for the time settled our

doubts. The Common is undoubtedly

at its best in the summer season; but

there is one day in the year when it

is particularly attractive, and that is

Christmas Day. The attraction com-

ists of a huge Christmas tree, which

is erected at the side of the Common,

quite near Tremont Street, and which

is lit up with seemingly countless

electric lights. The tree as we saw it on

last Christmas night stood about

seventy feet high, and its branches

were adjusted in proportion to its

height. There was a slight fall of snow

at the time, probably a depth of three

inches, and its whiteness in the Com-

mon, where there was not any traffic,

gave a rich relief to the tree; and the

reflection of the city lights intensified

the brilliancy of the entire scene. To

and fro passed the populace in their

thousands. By the tree, and at certain

angles from it, stood the people in

their hundreds. Along Tremont Street

the taxi cabs gilded, and tooted their

horns, while their lights flashed and

radiated in every direction. The

scene was animating, and the best of

all was, the decorum of the people.

There was enthusiasm without excite-

ment, and enjoyment without sensa-

tion; and while Boston was honoring

the day, it was in a most commend-

able manner honouring itself, and the

traditions of a thousand generations

Light is still shining, the Christmas tree erected in Boston Common was hailed by the people. It was a Christmas tree on a big scale; and as it sparkled there before our gaze, it seemed to shed something like the following. "I am a Christmas Tree, and the light which flashes from my branches to-night, is a representation of that Greater Light which the Author of Christmas brought into the world; and which still shines, and which will continue to shine, until darkness be chased from the earth, and the shadows flee away."

(Continued on Thursday.)

Personal.

Mr. Wm. A. Tucker, manager of the Whitney Pier Branch of the Bank of Montreal, arrived by the Sable I. yesterday, on a visit to his parents, Mr. and Mrs. J. J. Tucker, Springdale St. While in the city Mr. Tucker will also perform the pleasing duty of acting as best man at the marriage of his sister, Miss Lily M. Tucker, which takes place on Friday afternoon next the 9th inst.



With Three-Point Cantilever Spring Suspension New Overland 4 Motor Car Seems to "Sail Over the Roads"

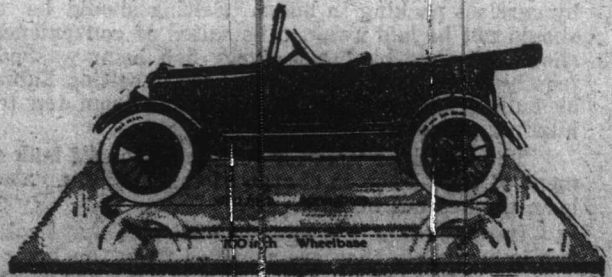
THE new Three-Point Cantilever Spring Suspension of Overland 4 permit the wheels to go up and down, but protect car and passengers from ordinary road jolts. Bumping, twisting, swaying and vibrating are wonderfully lessened. The bows of the road seldom reach you. There is less tendency to bodily fatigue after long rides.

The springs of Overland 4 attached at the ends of a 130-inch (3.3m) Springbase gives the riding comfort and road steadiness heretofore possible only with cars of long wheelbase and great weight, yet Overland 4 retains the light weight and economy advantages of 100-inch (2.54m) wheelbase.

Three-Point Cantilever Spring Suspension protects the car from the hammering and wear of road blows. They lengthen its life and reduce upkeep costs.

Equipment of Overland 4 is dependable and complete from Auto-Lite Starting and Lighting to Tilborton Carburetor.

250,000 miles (400,000 km.) of test, have made the strength and endurance of this car a matter of record.



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