

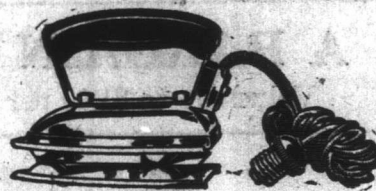
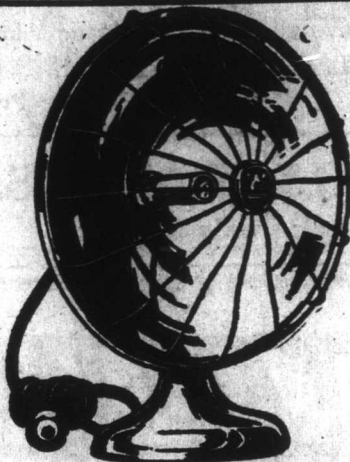
# STOP—LOOK—LISTEN!

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THIS IS A SPLENDID CHANCE TO GET THAT WEDDING PRESENT. IT DOESN'T COST YOU ANYTHING TO COME IN AND HAVE A LOOK AROUND.

### Thoughts at Twilight.

BY MARIE.

#### MEMORIES.

A strain of low, sweet music; a hurrying rivulet; an opening rose; a moon-road across the sea;—a little mysterious something that suddenly brings back an hour of enchantment, a day all crystal and gold;—a day like other yesterday, gone forever, swallowed up into the midnight silence and carried out into the vast nothingness through the portals of eternity, just as a new day was born.

Memories rush on us at unexpected moments. So a bar of lovely music comes to you across years of toil and sorrow, a moment in your life when you were completely happy. Has the light of a murmuring rivulet hurried on to join the big river, reminded you of a twilight hour when you wandered with someone dear beside another stream in a land far-off, half-wondered what warnings the swiftest sounded as they hurried on. Has an opening rose brought back some starry night in an old garden and the shy whispered answer to a question asked among the scented flowers? And, as you watch the moonlight making a path of silver across the water, can you not, in fancy, see a little bark gliding along the moon-road bringing you and another into uncertain sideways and close to unknown shores?

Alas! you will say the music is too far distant to make audible the notes, the rivulet has widened to an ocean, the rose garden is weed choked and clouds hide the moon till all is darkness—where the moon-road crossed the sea. Memory is but an opium dream—all splendour and joy; but sad in the awakening.

#### TOO LATE.

When we hear of the death of a dear one, a great gloom falls on our souls, tears spring to our eyes and we are grief-stricken. Out of respect, and in remembrance of happy days forever gone we send a wreath

of rare blooms to be laid on the still heart of one we loved in life and whom we love in death. Words of praise and devotion are spoken into deaf ears. Looks of love and tenderness may not find an answering gleam through the snowy lids that shut out forever the light of earth. How gladly we would once more clasp those hands that so meekly now are clasped over the pulseless breast.

Flowers, kind words, loving looks and hand-clasps—why were they not given or offered before. Death does not solicit such remembrances, but life is yearning for encouragement and love.

Give your flowers to the living who can drink in their fragrance and observe their beauty. Let your praise fall on ears desiring its sound, and give a hand-clasp when you can feel the responsive pressure on your own fingers. Death will only chill the bloom you offer the dead and will hear in silent scorn the kind words which would have been wealth to the living, if spoken at the right moment. Memories of the dead too often bring reproaches, because we were thoughtless of the living hearts, whom we nevertheless loved, and who loved us.

#### REMEMBRANCE.

Remember thee? yes, when the dawn unwraps  
Her cool grey mantle, turning to the East.  
And twines a misty veil around the morn.  
I think of thee so peaceful in thy rest,  
With smiling dreams of fairer dawns unborn.

Remember thee? The noon brings  
Joy supreme;  
Each sunbeam paints thine image on my heart.  
And in each sun-kissed bloom I see thee yet.  
In all my summer day, thou hast a part.  
I must remember, though I would forget.

Ah, when the twilight shadows hide the day,

When sighing winds make music in the trees,  
And fleecy clouds dance lightly o'er the moon,  
Your voice I hear across the restless sea—  
Remember? Yes, though you forget so soon.

#### DRAWING THE LINE.

Oh, every mortal ailment has had its grip on me, and I've known what a pall meant when taking boneset tea. In Troy I had lumbago, in Kansas I had mumps, and here in San Diego neuralgia bumps the bumps. And when in old Nebraska my liver wasn't right, and up in Athabasca my bunions were a sight. I've traveled here and yonder, that comfort I

might seize, but everywhere I wander I have some new disease. In Maine I had the shingles, in Illinois the croup, and when I wrote my jingles they were not worth a whoop. And all throughout the nation the surgeons sought my door, and said, "An operation will make you hale once more. Oh, let us carve your body—we'll do the job with care—and you'll be feeling gandy and fit to whip a bear." And friends and neighbors told me to try the surgeon's knife, but I replied, "Behold me—I'm still as large as life! And when King Death releases my soul from this worn trunk, I shall not die in pieces—I'll perish in one chunk." The surgeons still are howling for every known disease and over the land they're strewing the sawdust of heads and knees; they boost their carving riot, and oft I wonder why, for invalids who try it are pretty sure to die.

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FRED V. CHESMAN,  
Edison Dealer, St. John's.

### Railway Commission Report.

#### CANNOT BUILD ENGINES IN NEWFOUNDLAND.

(Continued)

The ordering of six new locomotives, as outlined in paragraph three of the agreement, was dealt with very early in our proceedings. Fortunately this could be done almost immediately because the whole subject had previously been considered in detail by the Reid Newfoundland Company. Mr. Hall objected to the original specification on the grounds that the axle loads were rather too heavy for the type of track and the structures under same, and was supported in this contention by Mr. Powell and those responsible for the upkeep of the track. Eventually the weight was decreased, but, necessarily, at the expense of the tractive power of the locomotives. However, the latter is considerably in advance of that of the existing locomotives, and the new locomotives embody features that will enhance their superiority in regard to economy of fuel consumption and facility of inspection and repairs, while being easier on the track. The design is that known as the "Pacific Type," which is defined by the wheel arrangement. This is made up of a leading four wheel truck, six driving wheels and a pair of trailing wheels. The driving wheels are placed closer than on the present express engines thus securing a foot less in the fixed wheel base which will make them less severe on the curves. The addition of the trailing axle, which distinguishes them from the Atlantic type now in service, enables the adoption of Belpaire fire boxes, thus increasing the grate area considerably. The object of this is to obtain complete combustion of the fuel through having a larger fire which does not so frequently require forced draft. A large proportion of fuel is at present wasted by being blown through the tubes and into the front extension before it is properly burnt, due to the necessity of frequent applications of the forced draught blower in order to raise sufficient steam in a given time to negotiate the steep grades which abound on our railway. Another fuel saving which has

been introduced for the first time is the superheater which utilizes the waste heat, which goes up the smoke-stack, in drying and raising the steam to a higher temperature than that at which it would be delivered otherwise. Walschert value gear has been introduced also for the first time. This places the value motion on the outside of the engine frames where it can always be under observation and easy of access for repairs, which is not the case where narrow gauge engines have their value motion between the frames. These are a few of the many new features which go to make up engines that are believed to be much superior to anything yet brought to this country, and which are confidently expected to be able to handle at least two more passenger cars per cross country express on time, and five more loaded freight cars per train than could be handled hitherto and at relatively less cost. The erection of these engines locally is now completed, and they have been put into service with results which appear at the time of writing to fully bear out all that has been claimed for them and especially their economy in coal consumption, which is expected to reach a saving of from twenty to twenty-five per cent.

Some comment has been directed against the policy of your Commissioners importing these engines instead of employing local labour in their construction, but it is an entire misconception and want of knowledge of our local resources that has prompted this criticism. The so-called local building of engines for the Branch Railway of 1909-14 consisted merely in the construction of the boilers and fire boxes locally, while practically all other parts—wheels, axles, frames, machinery, etc., had to be imported. Our shops and their equipment are totally unfitted for such work, and even the dock shops which produce the boilers have not got the machinery necessary to turn out economically work of this class, and the delivery is necessarily so slow that, instead of these engines having been fabricated complete in a little over six months, it would have taken probably four times as long to construct the boilers in the dock shops. Furthermore, the Superintendent of the Dock Shops has informed the writer that several times the deliveries of

steamers have been recently delayed either through the boiler-makers failing to make full time or being unable to turn out the volume of work required in the time. It would be invidious under the circumstances to compare foreign and local cost of production, but on this point alone your Commissioners were justified in their action. It is only necessary to add that local labour did not suffer, seeing that both the Dock Shops and the Railway Commission Shops have been continuously employed to full capacity and in the latter case with greatly increased staffs, giving all the labour that it was possible for us to give.

As regards the freight cars which it is our duty to provide under the Agreement of 13th August last, we found that the Reid Newfoundland Company were engaged on the construction of ten ballast cars which we have taken over as part of our programme in substitution for an equal number of box cars. Our building of the remainder of the stock has been very considerably delayed by the failure of the suppliers of trucks and other gear to let us have these parts promptly as contracted for, and being unable to find storage room for the car bodies we had to abandon the idea of proceeding with our programme till the trucks were delivered. These being now in stock we are building flat cars at the rate of five per week, but have had to increase the ordinary working force.

(To be continued)



### MUT AND JEFF—

### THE OLD DEARS ARE HOMEWARD BOUND.

By Bud Fisher.

