

## Christmas Baking Supplies

Currents, 1-lb. Pkg., 13c.  
Raisins, Seeded—  
1-lb. Pkg. . . . .17c.  
Raisins, Seedless—  
1-lb. Pkg. . . . .18c.  
Icing Sugar . . .16c. Pkg.

Raisins, Sultanas—  
1-lb. Pkg. . . . .20c.  
Brown Sugar, Packages,  
Pure Gold Icing—  
20c. Pkg.  
Citron Peel . . .60c. lb.

**RAISINS—** 16c lb  
4-CROWN VALENCIA—Very fine quality

Shelled Walnuts.  
Shelled Almonds.  
Glaze Cherries.  
Almond Paste.

**TINNED FRUITS.**  
Raspberries . . .60c. tin  
Libby's Pineapple—  
35c. tin  
Apricots, Choice, 45c. tin  
Peaches, Choice, 50c. tin  
Pears, Choice . .60c. tin  
Plums, Choice . .45c. tin  
Fruit Salad . .75c. tin  
Cherries . . .65c. tin

**TEN POUND SACKS**  
Finest Granulated Sugar  
65c. each.

**PLUM PUDDING.**  
Large tins.  
55c. each.

**BEARNS' SPECIAL**  
IMPORTED BUTTER  
One Pound Blocks.  
29c. pound.

## W. E. BEARNS

"THE HOME OF GOOD THINGS TO EAT"  
DUCKWORTH ST. RAWLINS' CROSS.  
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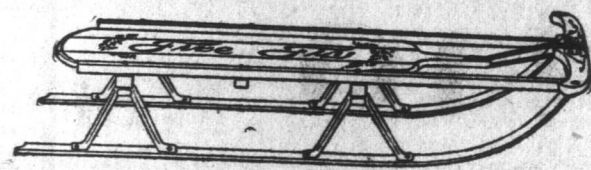
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HOCKEY STICKS—Boys' Red, Juvenile, Kids, Practice and  
Roofer.

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Prices from 50c. to \$5.50 per Box.  
This is the best line of English Stationery that we  
have ever received.

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Omelettes that are first put into boiling water will peel easily and not sting the eyes when being peeled.  
A glass of sour lemonade served once a day to each member of the family will aid in avoiding winter colds.  
Shredded candied cherries make a pretty decoration over the whipped cream which covers the cornstarch pudding.  
In mixing a plain cake, it is always best to cream the shortening and butter before adding the flour and the liquid.  
The thick lather of a pure soap rubbed into the hands after washing or scrubbing will keep the hands soft and smooth.

## French Railway System Reorganized

MARKED IMPROVEMENTS BOTH IN  
PASSENGER AND FREIGHT  
SERVICE.

France's efforts toward reconstruction after the war have in no domain been more marked than in the reorganization and improvement of her railroads. An agreement dated June 21, 1921 and ratified by the law of October 35, of the same year, introduced a new working status based on compulsory administration and financial co-operation between all the large railways, those of the state and of Alsace-Lorraine included.

Four years have now elapsed since the new working agreement was put into effect and though after such a short period it is still too early to express an opinion as to its practical value, it is interesting to consider the results obtained by the new working methods during this time of exceptional difficulties as described in a statement just received by the Bankers Trust Company of New York from its French Information Service.

In view of the uncertainty of post war conditions, this new agreement is being tried as an experiment for a period lasting until the year 1927. The separate railroads remain autonomous as regards their respective direction and management, but a unifying organization has been formed under the name of Board of Management and Superior Council of Railroads with the object of co-ordinating private interests to a general scheme of work.

The improvements achieved under the new system are undeniable as regards administrative and technical details although attracting little public attention because of the gradual changes. Because of the "posting arrangement" there has been a better arrangement of time-tables and routes, a larger number of through carriages, a simpler calculation of fares and other measures which mean a considerable saving of time and money.

One of the notable achievements of this period has been the reconstruction and re-equipment of the Nord and Est Railroads, which was practically completed in 1922. The general repairs from the neglect suffered during the war by all railroad lines and the re-equipment in rolling stock of French railroads have also been completed. The number of engines which for the seven principal companies totalled 18,476 in 1920, was 20,383 on December 31, 1924, the number of freight cars showed an increase of 30% over the same period and that of passenger cars 11%. Figures, however, do not give an accurate idea of the improvements in transportation, for the new engines are of greater power and the passenger cars have a larger seating capacity; at the end of the present year, electric light will also be definitely substituted for gas for lighting in the trains of all French railroads.

An extensive scheme of electrification is being gradually worked out by the companies. It is to extend to a total of 9,000 kilometres approximately and the costs are estimated at 5 billion francs.

The Paris-Orleans has completed the electrification of its suburban lines round Paris and expects to start regular electric service between Paris and Orleans at the end of 1925. This company intends electrifying 3,500 kilometres of its total of 7,469 kilometres.

The Paris-Lyon-Mediterranean has begun the electrification of 2,300 kilometres of its 9,780 kilometres. The first line to be completed is that of Gisors-Modane.

The Midi is electrifying the greater part of its lines, 3,300 kilometres of 4,163 kilometres. Toulouse-Dax and Dax-Hendaye sections are now electrified as well as several of its branch sections.

The Etat is rapidly carrying out the electrification of all its lines connecting Paris with the suburbs, and some of the sections have had electric trains since May 1924.

New railroad lines have been built or are being built by several companies; by the Est to improve connections with the Alsace-Lorraine lines; by the P.L.M. for a more rapid service between Paris and the Riviera and Italy; by the Midi which is completing the building of its transpyrenean sections, large number of lines have also been doubled tracked especially those of access to Paris and other important centres. The total length of lines in operation on December 31, 1924 amounted to 41,938 kilometres.

The raising of railway fares does not appear to have had the depressing effect which had been predicted in certain circles. Both passenger and freight traffic show a marked increase. The former which from 1910 to 1914 had shown an average annual increase of 3%, rose from 591,000,000 francs in 1921 to 776,000,000 in 1924 which amounts to an increase of 18%.

Special attention is also being given to the improvement of travelling facilities for tourists. The companies have jointly established travellers' offices in Bern, Brussels, Rome and New York with a view of attracting tourists to France. Auto car services in connection with all the principal railroads have also been greatly developed; daily auto car service of the P.L.M. Company, for example, which in

1921 travelled over 4,270 kilometres showed 9,800 kilometres daily travel in 1924.

Similar progress is shown by the freight traffic. Refrigerator cars which numbered only 221 in 1918, totalled 2,300 in 1924 and cold storage depots have been established in Paris and Lyons by several companies. The parcel post in France is also handled by the railroads; the number of units was 42,000,000 in 1921 and 64,000,000 in 1924; the increase being 8% from 1921 to 1924 as against an average annual increase of 2% during the four years which preceded the war. Freight tonnage totalled 285,000,000 tons in 1924 as against 198,000,000 tons in 1921 amounts to an increase of 37%. The number of car loadings rose from 15,000,000 in 1921 to 22,000,000 in 1924, showing an increase of 46%.

## New Theory Argued for Metal Deposits

CYRIL T. YOUNG THINKS HEIGHT  
OF LAND INFLUENCES DE-  
POSITION.

Cyril T. Young, superintendent of development for the Canadian National Railways, has issued a booklet on mineral resources which sets forth a somewhat new idea regarding the deposition of minerals. Mr. Young believes that deposits of mineral follow the height of land. Maps are presented showing the known sources of minerals and their relation to the height of land. He says:

It has been observed that the large number of our rich mineral discoveries and the large deposits of ore in the pre-Cambrian were either on or adjacent to the height of land. It is possible that this may prove an aid in locating new mineral fields. Some geologists have worked out the fact that there were once very high mountain ranges of volcanic origin, probably as high as the Rocky Mountains, across Eastern Canada where this height of land now exists. What is left is the exposed core of this vast series of pre-Cambrian mountain ranges.

After dealing at considerable length with the age of the pre-Cambrian and the geological theories as to what happened to them, he says: "Probably the height of land indicates where the greatest vents and fissures, created by volcanic origin, afforded the 'lines of least resistance' for the ascending stream of ore material which, in the pre-Cambrian, may yet be found at depths of two or three miles, as those who have been underground to nearly a mile in depth at Sudbury will appreciate."

We can draw a further deduction as to the prospecting value of the height of land from the fact that consistent economic values in precious metals have been found in Northern Ontario and Northern Quebec more than fifty to sixty miles distant from the height of land. Even if the surface of the country is of low relief there are rock exposures in the next 75 to 100 miles towards James Bay down to where the Devonians are laid on, but the "oldtimer" who said that could not not "live" in them probably expressed, though in a different way, the sentiments of many who have been there. It is interesting to note, and it has been observed by those who have made the portages to James Bay, that the big water powers occur at the benches made by the successive lava flows; the largest northerly falls on each of the rivers indicating where the largest lava flow ceased. Whatever opinions may be held as to the existence of a definite relation between the occurrence of precious metals mineralization and this height of land it appears, as has been previously pointed out, that the most important discoveries have been made at points close to its existing position.

## President Coolidge's Recommendations to Congress

WASHINGTON, Dec. 8.—Included in the programme which President Coolidge has submitted to Congress are the following:—

Tax reduction along lines mapped out by the House Ways and Means Committee.

Adherence to the World Court. Continued effort to strengthen aviation without radical change in the regulation of the Army and Navy air services.

Curtailed of the Shipping Board's powers, with the Government fleet under the control of a single executive.

Enforcement of Prohibition. Increased authority for the President and Departments of Commerce and Labor to deal with labor disputes in the coal industries.

Encouragement of co-operative markets as an aid to agriculture.

The President devoted a section to the prohibition question, appealing for law observance by the public and vigorous action against violators by enforcement officials.

The best time to prepare a gelatin dessert is before washing the breakfast dishes. This gives it ample time to stiffen.

STOP THAT COLD WITH MINARD'S LINIMENT.

## Smuts' Party to Help Hertzog

JOHANNESBURG, South Africa, Dec. 9.—(C.P. via Reuters).—General Jan Christian Smuts, leader of the South African party and former Premier, in his opening address here today at a conference of the party to consider Premier Hertzog's new policy, said the South African party was prepared to contribute to the solution of the native question insofar as it was at all soluble.

Geh. Smuts proposed that after the bills embodied in Premier Hertzog's policy had been laid before the South African parliament, a national convention should be held to which not only the bills but the whole native question should be referred with a mandate to find a solution, if possible, that would be generally acceptable to the people of South Africa. The convention's proposals, he said, would then be reported to Parliament as a basis of discussion, and thus the rights of the people would be safeguarded.

Premier Hertzog criticized his native policy in a speech at Smithfield a month ago, when he admitted that there could be no solution of the native problem on party lines. His announced policy was:

First: The native should be provided with additional land; second, the native must be trained in self-administration by the establishment of native councils, and third, the Cape native franchise must be taken away totally and the right given to the natives throughout South Africa to elect seven Europeans to represent them in the legislative assemblies in addition to the Insurance Agencies and S. Richard Steel for a copy of their Calendar for 1926.

## "Gentlemen Burglars" Rob Actress

BUT MISS MANY JEWELS.

NEW YORK, Dec. 10.—Amelia Bingham, widely known actress, lay in her bed upon a jewel bag whose contents she said she valued at \$20,000, while two bandits who had tied her up looted a safe in an adjoining room and obtained \$12 in cash and a few trinkets of little value.

Two maids in the Riverside Drive home of the actress were also bound and gagged by the thieves who were described by Miss Bingham as "gentlemen burglars."

The politeness of the thieves who placed Miss Bingham on the bed while they permitted her servants to lie on the floor was responsible for their failure to locate the jewel case, she told police.

## Miners' Strike Parley Halted

PHILADELPHIA, Dec. 10.—There was a full to-day in the activities of the various interests working to end the suspension of mining in the anthracite fields.

Nothing appeared on the surface to indicate that further immediate efforts would be made to bring the operators and miners together and no one was prepared to say whether the attempts already made had met with any material success. Leaders of the opposing groups declared their positions remained unchanged despite the intensive campaign of the committee of business men from the anthracite field and the efforts of Governor Pinchot toward a resumption of wage negotiations.

Most of the members of the business men's committee, who during the last two days, had held a series of conferences here with representatives of the miners and operators, were on their way home to-day. Major W. W. Inglis, chairman of the operators' wage negotiating committee and other members of his committee, who had been summoned here to confer with the business men, after the latter had discussed the strike situation with Governor Pinchot, Tuesday morning, also returned to their homes.

None of the leaders of the three groups would reveal what took place at the various meetings.

## Too Much Faith

Carefully the burglar effected an entrance into the bank. He found the way to the strong room. When the light from his lantern fell on the door he saw the sign:

"Save your dynamite. This safe is not locked. Turn the knob and open."

For a moment he hesitated. "Anyway, there's no harm in trying it, if it really unlocks."

He grasped the knob and turned. Instantly the office was flooded with light, an alarm bell rang loudly, an electric shock rendered him helpless, while a door in the wall opened and a bulldog rushed out and seized him.

"I know what's wrong with me," he sighed an hour later, when the cell door closed upon him. "I've too much faith in human nature. I'm too trusting."—Forbes Magazine (N.Y.).

PREVENT GRIPPE WITH MINARD'S LINIMENT.

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## MEN'S HATS

"SOFT FELT"

The quality of the Felt and the perfection of the finish is particularly noticeable in this range.

Featuring Fashion's latest styles in the most favoured shades.

Mid Grey, Dark Grey, Fawn, Dark Fawn, Brown, Natural.

2.55 each.

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THE POPULAR HARD FELT HAT  
THE "TWEEN"

Correct Styles . . . . .5.25 each

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Highly Polished Woods, with Silver Mountings—  
1.80, 2.10, 2.50, 3.00, 3.20, 3.60, 4.00, 5.80  
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Children's Walking Sticks . . . . .30c. 85c.  
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SPEARS ATTACHED TO STICKS . . . . .35c.

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on a wrist  
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enough to melt  
we cook vegetab  
digestible (to  
soften the wood