

"GOOD TEETH-GOOD HEALTH"

COLGATE'S

RIBBON DENTAL CREAM

START the day right with your toothbrush—
and Colgate's. Finish the day that way,
too—go to bed with a clean mouth. Your
whole health depends so much on your teeth
and digestion.

Best for First and Second Teeth

The daily use of Colgate's delicious Ribbon Dental Cream is a necessary protection for grown-ups, and even more for children. Dentists recommend this Canadian product because it cleans thoroughly and is free from risky drugs and harsh grit.

Sold Everywhere.

COLGATE & CO.
Established 1806
Makers of Colgate's Toilets, Toilet Waters
Cold Cream and Perfumes.

Sole Offices: 137 McGill St., Montreal.

Trial size Ribbon Dental
Cream mailed for 4c. in
stamps.



Made in Canada

Manufacture and Sales Offices: Montreal.

Running a Railway.

Evening Telegram.

Sir—The coal account of the
department constitutes an
outlay in railroad expendi-
ture makes a heavy drain upon the
country as well. We
grow is a benefactor of coal
As the quantity of coal
for the use of mankind is
it would seem that the man
who makes one pound of coal do the
work of one and a half pounds
accorded to the industrious
There is a good opportunity
for the personnel of the motive
and operating departments to

gain a share of the admiration accorded
the agriculturist. The engines on
our railroad are burning not less than
\$150,000 worth of coal too much per
year, on account of the condition the
engines are in and the way they are
handled by the operating department.
The higher officials of the railroad are,
of course, vitally interested in the
economy of coal, but when we get
down below the rank of General
Superintendent, there seems to be no
one interested in coal or anything else.
If the engines are burning too much
coal, whether due to improper adjust-
ment of the parts, or to faulty dis-
patching, you cannot blame the man-
agement, that is the higher officials,
for this because there are men whose
business it is to look after this kind
of thing, but we are too often blaming
those who are not responsible for such
things.

It would be far more profitable to
the railroad, if those who are respon-
sible for the upkeep of the engines,
would give a little more attention to
the adjustment of valves and less at-
tention to paint and the sticking of
"gimcracks" on some conspicuous
place, which are of no earthly use,
but on the contrary are detrimental
to the engines. If I were Supt. of
motive power, I would cut \$100,000 off
the coal bill without any assistance
from the operating department.
Please do not think that I am suffer-
ing from a superabundance of the
ego when I make that statement. This
can be done and should be done. The
officials of the operating department
are not interested in fuel economy,
nor does it seem, are the officials of
the motive power department inter-
ested in the saving of coal, and, un-
less both departments co-operate,

there cannot be that saving that
would be accomplished if both de-
partments worked harmoniously. A
chief dispatcher is never interested
in coal until an engine runs short on
the road and then perhaps he will
burn ten tons in order to get one ton
to the engine short of coal. Engineers
and firemen can save three times
their wages every trip if the engine
is in a condition that will enable them
to do so, and they are not prevented
from doing so by the operating de-
partment. But you cannot expect them
to take much interest or try to save coal
if half the steam that enters the cylin-
ders passes out to the atmosphere by
way of a leaky piston. No, sir, you
cannot save coal this way. This is
saying at the spile and spilling at the
bung, which is very poor economy.
There is not an engine which is not
burning from one to three tons of coal
per engine per 100 miles too much,
and no one seems to care whether
they burn more or less. As it stands
now you can burn four tons or twenty
tons on a trip and no one will ask
any questions about it. The same ap-
plies to oil. If you order one gal. for
the trip or ten gals. no one will ask
you whether you want it for your
motor boat or for the engine. Of
course, there may be a reason for all
this. I have heard that the oilman
gets a dollar on every can that is
used on the road, and if this is the case
the prodigality of the oil would be
accounted for. What has been said
about oil and coal applies to most all
other materials. Some of the waste is
due to ignorance, but the most of it is
due to indifference, and since the fact
became known that the Government is
footing the bill the carnival of waste
goes on apace. There are gangs of
men employed where there is not
enough work to keep two smart boys
busy, and there are a host of parasites
going about the road, who, like bees
in a beehive, do no useful work, but
leech like, live on the work of others.
The road can be operated with about
half the monthly paid men that are
now on the pay roll, and if the Gov-
ernment expects to keep its head
above water, it should get busy and
weed out the drones and reduce the
staff to that required.
The road nor the country will not
stand the present financial strain
much longer. Every dollar that can
be looked after should be looked after,
but instead of this we are money
spending like water and no good results
coming from it. There should not
have been one dollar spent on ballast
this summer, because the traffic going
over the road this summer will be so
small as not to warrant it. What bit
of beating down the road will get this
summer could easily be looked after
by the usual gangs of section men, but
then there are two Frenchmen who
must get \$1,000 out of the people of
Newfoundland.
Whenever we hear the plea put for-
ward, "the railroad don't pay," we
should first ask why it don't pay be-

Nora Bayes



THERE'S only one Nora! She is the only
actress appearing before the American
public today who has a theatre in New York
City bearing her name. Hear this exclusive
Columbia artist of nation-wide popularity in
her newest song hits. Come in and play her
latest Columbia Records yourself.



S. PICTURE & PORTRAIT CO.,

Grafonola Department.

fore we conclude that it cannot be
made pay. It will never pay if things
are allowed to go on as they are at the
present time. There are rivers of
money flowing out on every hand, and
no one seems to have interest enough
in the railways, or their employees,
to stop it. No one cares whether the
road sinks or swims so long as he gets
his monthly pay. This applies par-
ticularly to the under officials. In
fact some of them are afraid to make
a move in the interest of the road for
fear it will interfere with their job.
So long as they can bluff the higher
officials that the thing cannot be made
any better, they are satisfied. There
is one official, who, to look at him you
wouldn't know that he had the care
of the whole world on him, yet he
will sit by and watch \$10,000 worth
of coal go up in smoke just to run an
air pump to supply a fire that could be
fanned by anyone possessing a good
pair of lungs.

Yours truly,

W. L. BUTLER.

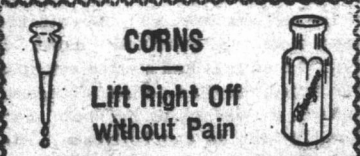
Shoal Harbor.

Mayflower Again Defeats L. A. Dunton

Halifax, May 11.—By defeating the
schooner L. A. Dunton by ten miles
in the race from Souris, P.E.I., to En-
gery Island, Magdalen, the Boston
schooner Mayflower, contestant for
the honor of defending the Esplanade's
cup, scored her third decisive vic-
tory over her Gloucester rival. News
of the arrival of the schooners at the
Magdalen's was received by the
Morning Chronicle by wireless late
yesterday.

The message stated that the two
schooners had arrived at Grindstone,
N.S., at 8:15 o'clock yesterday morn-
ing, and that from Souris to Engery
Island, about 60 miles, the Mayflower
and Dunton raced and the Dunton was
distanced about ten miles. While no
word had been received here of the
vessels putting into Souris, appar-
ently they spent some time there. The
Mayflower sailed from Canoe at 11
o'clock on Saturday morning and was
followed soon after by the Dunton.
Captain Larkin expected to reach the
Magdalen's late on Sunday or early
on Monday. Nothing had been heard
from them since they left Canoe
until their arrival at Grindstone yester-
day.

The vessels will likely be ready
to leave to-day for the Banks. The
Mayflower defeated the Dunton in
their race from Gloucester to Shel-
burne and also from the latter port to
Canoe. On arrival at the Gys-
boro port Captain Hogan of the
Dunton, still determined that his
vessel could defeat the Boston craft,
trimmed her ballast and was pre-
pared to give the Mayflower a good
stiff race when they left Canoe on
Saturday. From the message re-
ceived yesterday it appears that
Captain Hogan's efforts were in vain
for his craft was again defeated.
After their departure from the
Magdalen's little will be heard of the
Mayflower or L. A. Dunton until they
return from their first trip.



Magic! Drop a little "Freezone"
on an aching corn. Instantly that
corn stops hurting, then shortly you
lift it right off with fingers. Doesn't
hurt a bit.
Your druggist sells a tiny bottle of
"Freezone" for a few cents, sufficient
to remove every hard corn, soft corn,
or corn between the toes, and cal-
luses.



Brave is an easy word, and yet
it is not easy to be brave;
One must be patient and forget
The sorrow of the grave.
When every hope is blown away
By cruel winds and chill,
Above the ashes of dismay
Must smile unconquered will.

Nor is this all of bravery.
For braves have much to bear
And there are deeds men never see
Which call for courage rare.

And there are many things to fear
Along the path of men.
The undeserved and cruel sneer
From thoughtless voice and pen.

Can you be constant for the right
When you might quickly buy
Success and ease and its delight
By living out a lie?

A brave man not alone by fire
Or conflict meets the test,
He must forego his own desire,
To stand for what is best.

The truth oft asks a heavy price
From men who walk its way,
And its harsh terms of sacrifice
Only the brave will pay.

MINARD'S LINIMENT FOR SALE
EVERYWHERE.

Encourage Home Industry!

Buy Parker & Monroe's Footwear.

Every Pair Union Made.

WHERE THE
BEST SHOES
COME FROM

Our showing of
LOCAL MADE FOOTWEAR
has to be seen to be appreciated. We
are showing smart styles in

WOMEN'S LOW CUT SHOES—
"OUR OWN MAKE".

Women's Black Kid Shoes, Blucher Cut,
only \$3.70; all Black Kid.

Women's Brown Calf Shoes, Blucher
Cut, \$4.70.

Women's Black Kid Shoes, Pat. Tip,
Blucher Cut, \$4.50.

Women's Black Kid 4-Strap Shoes, \$4.50

Women's Black Kid 3-Strap Shoes, \$4.40

Women's Black Kid 2-Strap Shoes, \$3.75

Women's Black Kid 1-Strap Shoes, \$3.30

"Keep the Factories Working."

Buy PARKER'S Boots and Shoes; all
Solid Leather throughout.

All Black Kid, \$4.50 pair.

Same style in all Brown
Kid, only \$4.50 pair.

All Brown Calf . . . \$4.70

All Brown Calf . . . \$5.00

All Black Kid . . . \$5.00

PARKER & MONROE, Ltd., The Shoe Men.

Farmer's Fertilizers

Are Cheaper Than
Last Year.

HURRY UP YOUR CROPS WITH FERTILIZER.

When Potatoes were \$7.00 per bar-
rel 10 barrels would bring you \$70.00.
Now that Potatoes are \$3.50 you
must sell 20 barrels to get \$70.00.

You can't afford to have a small
crop.

USE FERTILIZER.

COLIN CAMPBELL, Limited

Creamery Butter
Down to 32 Cents.

OTTAWA, May 11.—Creamery butter
has dropped to 32 cents per pound in
Ottawa. This is a drop of eight cents
over the price yesterday and a reduc-
tion of 28 cents per pound in a little
over one day. The April price was
sixty cents per pound.
Cheese has also dropped from 30
cents per pound to fifteen or sixteen.

Fads and Fashions.

Straw color is new in blouses.
Dyed lace is used a great deal.
Fullness is placed over the hips.
Chemise dresses have narrow hems.
Paris still sponsors the high collar.
Lace frocks appear much beruffled.
Foulard and serge is a smart com-
bination.
Suits of wool jersey have slightly
belled sleeves.
Strap-style slippers are extremely
fashionable.

Steel-headed Georgette garments
are being worn.

Couched embroidery is being shown
on blouses.

Many redingote styles are slanted
up to the hip line.

Blue voile is effective worn over a
sand-gray lining.

The hem of the overblouse may be
deeply scalloped.

The unbroken panel line in front
and back is favored.

Sheer white frocks are worn over
flesh-color satin slips.

Potato Fertilizer, \$5.00 per
bag of 125 lbs.

General Fertilizer, \$4.75 per
bag of 125 lbs.

Bonemeal Fertilizer, \$4.50
per bag of 100 lbs.

Basic Slag Fertilizer, \$2.50
per bag of 200 lbs.

Larvacide, \$5.00 per bag of
100 lbs.

Larvacide is for keeping your
ground free from grubs, cut-
worms, etc.

Larvacide kills 'em before
they can kill your young plants.

Less than whole sacks of any
of the above will cost you

FIVE CENTS PER POUND.

Don't wait until we are sold
out. Buy your supply to-day.