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Huns Ready for the Trade War.

(By CANON J. T. PARFIT).
(In Daily Mail, June 26.)

(In Germany now, Canon Parfit, an acute observer, has been greatly impressed by the evidence he finds on every hand of Hun preparedness for the trade war. He is on his way, via Cologne, to Mesopotamia and Syria, where he worked for 20 years before the war.)

A stay in Cologne, as the guest of a genial Irishman in a German chateau, and the privilege of lecturing to our troops, was an offer too tempting to be refused.

So on my way to the East I passed through the Western battlefields, lodged with Erin on the Rhine, motored over the greater part of the occupied area, and caught a glimpse of Germany as she is to-day—badly bruised but smartly dressed, with more pride than penitence in her pallid smiles, and with head erect.

Germany stands to-day better prepared than her neighbours for the next great war. It will be conducted by her manufacturers and merchants, who will strive to recover their markets and regain for Germany the markets of the world. They understand economy; their discarded weapons will be melted down into new moulds, they will turn their swords into ploughshares, they will waste neither material nor time; for, while the victors are moulding a new world and solving the problems of the peoples, the Germans are busily moulding their merchandise, planning their programmes, and forging a new equipment for the struggle that no power on earth can restrain when the signing of peace sets their people free.

I believe there are many in Germany whose view of the war was voiced by one of their number in Cologne: "We smashed the Russians and we beat the English and the French, but when America came in we feared we should have to give in, yet we were doing so well on sea and land that we might still have won if our sailors had not revolted. Democracy has ruined us; the people of Germany were poor until the Hohenzollerns made them rich, but Democracy has made us poor again. Some day the Hohenzollerns will return they will avoid the blunders of the past and will make us rich again."

Still Efficient.

Whatever the Germans have lost, their efficiency remains. Their factories are intact, their mines are in order, their spacious bridges and excellent roads are in good repair, their transport system surpasses even the improvements fore-shadowed in our new Transport Bill; and the whole of Germany's equipment is thoroughly up to date, for she is hampered only here and there by the lack of a few essential commodities.

Beyond her frontiers, however, are the desolated areas of France and Belgium that bear unmistakable evidence of Germany's deliberate intent to render her neighbors impotent for 30 years. She prepared for the next war before she left Flanders, and every blow at her enemies' industries, was delivered "according to plan." She would like us to believe that this orgy of destruction was only an unfortunate feature of the last war; but not a bit of it—this phase of her retreat was her Hunnish way of preparing for the next war by which she would heavily handicap her rivals and obtain advantage in the commercial world almost equivalent to a military triumph. She naively offers to restore Belgium, but it will take her thirty years to do it, and meanwhile she will capture Belgium's trade and pay for Belgium's bridges by the profits derived from Belgium's customers.

The terms of peace are just, for they have disappointed Germany's cunning hopes; they recognise her ability to pay, after all, but a paltry fraction of the debt she owes humanity for the ghastly crimes that can never be restored. Among the Continental nations it is certainly not Germany that will stand in need of sympathy or aid when the peace is signed and the blockade raised; she is quite capable and fully prepared to take care of herself.

Production and Transport

The Cologne express is obliged to travel somewhat leisurely to the German frontier, as so few lines are available on account of the many broken bridges, and even these few lines are badly in need of repair. They are congested with traffic; the trains are overcrowded, and the weariness of the staff seems to reflect something of the heavy strain of a long war. At the German frontier, however, there is a sudden and notable change when the well-clad officials quickly and smartly take charge of the express, attach the German engines, and promptly send you off at the speed of a Midland special over their well-laid track till

you reach your destination in the very nick of time.

One passes through Duren, whose factories have kept Berlin, Sofia, and Stamboul supplied with admirable paper substitutes for table-cloths, underclothing, men's coats, and women's dresses of various patterns and delicate hues. We visited Solingen, and German Sheffield, where every factory is forging ahead with an evident determination to defy its competitors in the available markets of the world. No military triumph, no terms of peace, can eliminate legitimate German competition or destroy Germany's efficiency. They must be quickly and seriously reckoned with, for a world of peace will harbour few scruples about the purchase of pruning hooks or well-made pianos that will pour from German factories.

It must be borne in mind that Germany is comparatively near to the great markets of the East. She has deepened her canals and will be in a position to develop cheap and rapid transport from the producers on the Rhine to the purchasers in the East. There is no shortage of river craft on her wonderful waterways, and her leviathan barges on the Rhine must facilitate the distribution, from the vast surface mines near Cologne, of her lignite briquettes still moulded to produce the fiery curse of "Gott strafe England" on every kilo of German fuel.

The German railways are planned to perfection with switchback sidings for rapid shunting. Her light railways run everywhere along the side of her broad country roads, and her magnificent system of electric tramway cars with three or four trailers, and frequently with good trucks, pass through the streets of her cities to remote villages and far distant factories over lines that are connected up with every railway track, giving her the maximum advantages for transport with the minimum of expenditure.

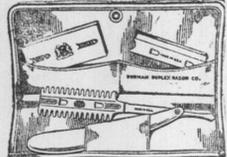
Mechanical Domestic Help.

Germany has emulated America in her readiness to adopt every useful modern invention. Her water-carts sweep while they sprinkle the roads, her wind-protected dust carts collect from every house every day; her vacuum cleaners arrive at your door in small motors, the engine is started, and with lengthy tubes the dust is dragged through your carpets and carried off unseen from every nook and corner of your dwelling. There is central heating in all the better-class houses, with hot and cold water in every bathroom, and often a luminous bathroom attached, while electric switches and mysterious locks will control all kinds of intelligent movements with the aid of the hidden hand. The railway stations are orderly, the hotels are comfortable, the restaurants and cafes are not insanitary, for there is a scrupulous cleanliness maintained in Germany which is lamentably lacking in so many Continental towns.

But the Hun, is a Hun for all that, and his less prosperous neighbours can give him points as to the kind of behaviour that becometh a gentleman. He sanctions an unveiled profligacy that is not to be met with elsewhere, and he treats his women as inferiors who are born to yield service and pleasure to the lords of creation.

In a crowded tramway-car one day my English companion rose to give his seat to a tired matron when a sleek Hun slipped into it before the woman could sit down. On the following day the same thing happened when a British officer offered his seat to a lady, but this time the astonished Hun was immediately hauled out and a brief lecture on Kultur was delivered in unprintable English which every German present understood.

German Kultur is very thorough—the good, the bad, and the indifferent; let us hope for the sake of humanity that only the best will survive.



THE DURHAM-DUPLEX DOMINO.

This is a cut of the Safety Razor that ends shaving discomfort. It is used exactly as the clear blade razor but is equipped with a guard that eliminates the danger of the other, so that a perfect shave is assured.

Price \$1.50.

With three blades and special stropping attachment.

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THE RELIABLE JEWELLERS

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However, we beg to remind our customers these goods are selling rapidly, and cannot be replaced at the same price.



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A good assortment of Tile and Varnished Wall Paper and Borderings to Match.

Can be had at very Reasonable Prices at

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Forty Years in the Public Service, the Evening Telegram.

JUST RECEIVED a shipment of Best Quality **White Flour** in 14-lb. sacks.

Retailing at our usual low prices.
M. J. O'Brien,
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ROUGHING IT IN A "CARLINGTON."



Roughing it, where the roughing it is roughest—tracking round the lakes—up the mountains—on a long hike—anywhere you go, the CARLINGTON will prove a goodfellow pal worth taking along—an un-wettable barrier between you and the weather.

When you tighten the belt around your CARLINGTON before you get after your dinner—hunting it—fishing it, you just don't care what kind of weather comes, because you know the CARLINGTON will never back down from our Guarantee. The oiled silk lining in this Master Trench Coat just keeps the rain sliding off the duck's back—and that's where you fool the rain. And the thickness of the wool cloth that goes into every CARLINGTON, and the fine lining close to your backbone, gives you that nice, warm feeling that you get inside your winter coat—and thought you couldn't get inside of anything else.

It feels so good to be inside this Prince of Rain Repellers while the weather man is working overtime outside—and you with your belt tight and your big reefer collar tickling your ears, you act like a kid with a new toy.

Guess you won't worry much about roughing it on vacation once you hitch up with a CARLINGTON.

For any old job—motoring, camping, hunting, fishing; for any old weather, rain, hail, snow—the CARLINGTON will so fit into your scheme of things that you'll find it as handy as a medicine chest—and you'll bring it around with you wherever you go, just because you feel safe having it with you—a pal you can depend on when the whole blamed world seems to go crooked on your week-end!

We'll have a private showing of the CARLINGTON for you—BUT, DO IT NOW!



ABOUT THE SYNDICATE.

Following yesterday's announcement we are organizing a Syndicate between now and July 31st, accepting amounts from \$50 to \$500 to buy in whatever good bargain stocks there may be floating around, such as Perfection Tire, Mineral, Industrial, etc., and hold them for higher prices in the Fall. The holdings will then be marketed and the Syndicate will be dissolved on December 31st, and all profits divided before January 7th equally between this Company and the Syndicate members.

As this Company can use any shares we purchase, at the prices we shall pay, we hereby guarantee to all members the safety of the Syndicate investment, so that it is only a matter of how much our profit will be within the six months.

We extend an open invitation but do not intend to urge anyone. Full particulars if interested.

J. J. Lacey & Co., Limited,
CITY CHAMBERS.

1919—No. 233.
(The Chief Justice.)
In the Supreme Court of Newfoundland.

In the matter of the "Companies Act, 1899," and the Acts in amendment thereof, and in the matter of the Champion Machine & Motor Works, Limited.

Notice is hereby given that a Petition for the winding up of the above named Company by the Supreme Court was on the 26th day of June, 1919, presented to the said Court by Robert W. Kendall of St. John's, Accountant, a creditor. And that the said Petition is directed to be heard before the Court sitting at St. John's on the 9th day of July, 1919, at 11 o'clock a.m. and any creditor or contributory of the said Company desirous to support or oppose the making of an order on the said Petition may appear at the time of hearing by himself or his counsel for that purpose; and a copy of the Petition will be furnished to any creditor or contributory of the said Company, requiring the same, by the undersigned on payment of the regulated charge for the same.

St. John's, June 27th, 1919.
J. A. W. McNEILY,
Solicitor for Robert W. Kendall,
Address:— the Petitioner
Smallwood Building,
Duckworth St., St. John's.

NOTE.—Any person who intends to appear on the hearing of the said Petition must serve on or send by post to the above-named, notice in writing of his intention so to do. The notice must state the name and address of the person, or if a firm, the name and address of the firm, and must be signed by the persons or firm or his or their Solicitor (if any), and must be served, or if posted, must be sent by post in sufficient time to reach the above-named not later than 6 o'clock on the afternoon of the 8th of July, 1919.

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- | ENAMELWARE. | TINWARE. |
|----------------------------|---------------------|
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| Pie Dishes. | Flour Sifters. |
| Tea Kettles. | Tea Kettles. |
| Dish Pans. | Bread & Cake Boxes. |
| Saucepans (all varieties). | Patty Pans. |
| Milk Kettles. | Pie and Cake Pans. |
| White Water Pails. | Wash Boilers. |

Copper Nickel Plated Kettles, Nos. 6, 7, 8, 9.
Steel Frying Pans, Steel Fire Shovels.
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