

## Why Duffy's Malt Gives Health and Strength.

Duffy's Pure Malt Whiskey has been for fifty years one of the greatest restoratives known to medical science

Why? Because it contains in a form most available for the human system, the wonderful strength-giving power of nature's greatest food—grain—combined with unusual tonic properties obtained through the process of malting and distilling which has been exclusively used by us since the beginning.

## Duffy's Pure Malt Whiskey

One of the results of this process is to obtain a whiskey of such purity and quality as complies with the test requirements of the United States Pharmacopoeia.

As the pharmacopoeial standard does not require that the grain be all malted, as found in Duffy's Pure Malt Whiskey, it will be seen our process gives a whiskey superior to the requirements of the United States Standard.

Another result is to secure that wonderful palatability and delicacy of flavor for which Duffy's has always been celebrated and which renders it acceptable to stomachs which will not even retain other whiskeys or the most easily digested food.

Sold by druggists, dealers and hotels in SEALED BOTTLES ONLY, price \$1.25 a large bottle. Get the genuine and be sure the seal over the cork is unbroken. If you can't procure it, let us know and we will tell you how. Write for free doctor's advice and book of recipes for table and sick room. The Duffy Malt Whiskey Co., Rochester, N.Y.

For the aged, for those who are "run down," for persons suffering from stomach disorders, nervousness or similar ailments who need a real builder-up of the whole system, nothing is so certain to bring quick and positive results as Duffy's Pure Malt Whiskey.

Other so-called malt whiskeys are not the same.

So  
Be Sure  
You Get  
Duffy's



## Placentia Bay Improvements.

Editor Evening Telegram.

Dear Sir,—I notice in your issue of the 17th inst a communication signed "Cooper's Cove" in reference to the bridging of Placentia Gut, and calling on the people of Argentea and Marquette to assert their rights in re Railway extension to their end of the District. Passing over the mighty enterprise of bridging the Gut, I will with your permission make a few remarks anent existing conditions in Placentia Bay, generally and particularly in regard to the idea suggested by the remark of your correspondent as to a fast daily steamer from Argentea throughout the Bay, etc.

We, of the Bay, whilst reserving judgment as to the genuineness of the sentiments expressed by "Cooper's Cove" are keenly alive to the difficulties and drawbacks which exist in our Bay under present arrangements. We are far behind our neighbours of other places in the matter of steam communication, and one steamer—the S. S. Argyle—is insufficient to meet the increased freight and passenger accommodation caused by the augmented trade and commerce which has now assumed extensive proportions. Complaints are many from various settlements of the inconveniences which are in evidence in the transmission of correspondence and transportation facilities and it is a matter for regret, and I voice the feelings of the people of the different centres of the Bay whom I have interviewed on this matter, when I say that all are unanimous in a demand for a strict enquiry with the object of securing a betterment of existing unsuitable conditions.

So much are our commercial and other influential men in earnest in this matter that it is being under consideration by prominent citizens to adopt means looking forward to the formation of a company for the subsidizing of another steamer (in connection with S. S. Argyle) in an effort to ameliorate present grievances. A petition was presented to the House of Assembly the past season signed by some one thousand people

asking for Railway connection, going to show the deep interest taken by the people in this important matter.

People are realizing how unfairly they have been dealt with in the past. Take the important settlement of Long Harbour, for instance. This place may be said to be in its primitive condition and a stranger to the elementary necessities of civilization: no steam communication, scarcely a public road, no humanizing agency of refinement or social usage to lighten the surroundings of their isolated position. The same may be said of other centres. That such backwardness exists is inconceivable and one can only wonder how such things can be to-day in this age of progress and improvement.

The only possible solution for such neglect of such an important District is that owing to the isolated position of our people, situated as they are, in many cases, on the numerous islands which dot the Bay. United action on the part of the people is almost impossible.

It is now confidently looked forward to by all that the time has arrived when in conjunction with our fellow countrymen throughout the land that our wants will be attended to and that the Premier will see to it. That this part of the Bay will be given that meed of Justice and Right which as a prominent portion of the extensive District of Placentia and St. Mary's, its importance, demands, and we will look forward in confident anticipation to see at an early date the presence of a sister ship accompanying the present one in the performance of "daily" trips around this hitherto neglected portion of the Island.

Our Western neighbours can boast of four mail and passenger boats, and we learn from information to hand that the presence of three of them laying in port together at a time is not uncommon.

No need for me to dwell on the untold advantages to be derived by the people of the Bay generally in the event of Railway connection with Jer-

sey Side or Dunville, as "Cooper's Cove" suggests.

We are not aware of how our friends of Point Moll, Marquette and Pond Head feel on the matter, but speaking for the Bay generally I am in a position to state that the people of this Bay, notably Harbor, Buffett, Haystack, Ragged Islands, Red Island and other localities hope to see their requests attended to and that they will have no reason to complain in the future.

Progressiveness is now the order of the day. That the people of these portions of the Bay (places noted above) are in earnest in the matter of increased steam communication and Railway connection has been made manifest by the public meetings held the past winter, and they wish it to be understood and it is their desire that considerations of a purely political character will not be allowed to divert attention from the all important question under consideration.

Our thanks are due and are here-with tendered to "Cooper's Cove" for his gratuitous advice to the taxpayers of Point Moll, Marquette and down to Pond Head, but regret that he forgot to include the people of the other prominent settlements of the Bay (equally interested) whose names appear on the petitions presented to the House of Assembly in the session just closed, and who as co-workers with the people of the above named settlements are unanimous in their desire to obtain for the Bay the privileges sought for, viz., Railway extension and increased steam communication and transportation facilities.

Whilst recognizing the rights of the good people of Placentia and expressing the hope that their aspirations re Bridge may become an accomplished fact, we are fully aware of the many sarcastic remarks and satirical utterances of certain self-opinionated and know-all individuals who are criticising and using every effort to throw cold water on the project under consideration, but would inform such that in our judgment the interests of even the "common people" should receive attention.

Though the Bridging of the Gut is feasible and amongst the possibilities of the future, our claims must appear to the unbiased and impartial observer, of execution, cost much less financially and add to the comforts, convenience, and general interests of the many less favoured in the past than their neighbours of Ye Ancient Capital.

Anyway, we think it would be wise on the part of our friends to give the Bridge idea a rest for the present. It has been now for many years before the public and "bobs up serenely" on the eve of each succeeding General Election.

Thanking you, in anticipation, Mr. Editor, for space accorded.

Yours truly,  
VOX POPULI.  
Placentia Bay, May 26th, 1913.

**FIREMEN'S UNION.**—The Firemen's Union held their quarterly meeting last evening when the question of finance was discussed and it was decided to hold a special meeting on the matter.

## Exhausted Nerves Sleepless Nights

Continually Grew Worse Until Dr. Chase's Nerve Food Restored Vigor and Strength.



Mrs. Campbell.

What misery to lie awake nights and think of all sorts of things without being able to get the rest and sleep which is necessary to restore the nervous energy wasted in the tasks of the day.

This symptom of sleeplessness is one of the surest indications of an exhausted nervous system. You must have sleep or a breakdown is certain. Dr. Chase's Nerve Food feeds the feeble, wasted nerves back to health and strength. In a few days you obtain the natural, restful sleep which helps so materially in restoring vitality to the nerves and strength to the whole body.

Mrs. Sarah Campbell, 108 Alma street, St. Thomas, Ont., writes: "For months I was so bothered with nervousness that I could not sleep nights. There were other symptoms of exhausted nerves, but none caused so much misery, and I found myself continually getting worse. "I began using Dr. Chase's Nerve Food, and it was not long before I noticed great improvement in my health. It built up the nervous system wonderfully, strengthened the nerves and enabled me to rest and sleep well."

Dr. Chase's Nerve Food, 5c a box, 1 for \$2.50, all dealers, or Edmondson, Bates & Co., Limited, Toronto.

## Loss of the Erna.

We take the following from Ship-pling Illustrated, of May 17th:—

"The report of an inquiry held at Glasgow into the loss of the steamship Erna, has just been published. The vessel, which had been heard of since Feb. 28, 1912, on which date she passed Kildonan, in the course of a voyage from the Clyde to St. John's, N.F. The Erna, a steel screw steamer of 3,495 gross tons, was built at Greenock in 1890, and was originally owned by the Stoomvaart Maatschappij Nederland, from whom she was purchased in September, 1911, by Messrs. Murray and Crawford, for the purpose of being converted into a sealer. The price paid was £14,500. The vessel was classed 100 A1 at Lloyd's, the date of her last survey being Feb. 24, 1912. Extensive alterations and repairs were carried out on the ship, and on Feb. 14, 1912, she was taken to her loading berth, where she shipped 2,440 tons of coal. On her last voyage she was commanded by Captain T. M. Linklater, and carried a crew all told of 28. Mr. R. A. Jones, the late chief officer, who left the ship for private reasons on the day she sailed from Glasgow, stated in his evidence that the crew were nearly all specially selected men, and highly skilled in the handling and management of boats. No fewer than 26 of the men belonged to St. John's, N.F. As passengers the Erna carried Mrs. Linklater, Master Linklater, Miss Oakes and Mr. Thomas, of St. John's, N.F., and a boy, name unknown. Evidence was given in regard to the hurricane weather and high sea encountered in the North Atlantic by the Anchor Liner Columbia, early in March, 1911, at which time the Erna was making her last passage. The Inspector following answers to the questions submitted on behalf of the Board of Trade: "The cost of the vessel to her owners was £14,500. Her value, when she sailed on her last voyage was said to be £40,000. She was insured by her owners for £25,000 on hull and machinery, £2,000 on freight, and £5,000 on disbursements, a total of £32,000. Having regard to her age and other reasons, and to the weather she might encounter crossing the Atlantic, I am not satisfied that she was in good and seaworthy condition as regards hull. Her equipments were good and satisfactory. Her cargo was, according to the evidence, properly stowed and secured from shifting. She had more than the required freeboard, and was in good trim for the voyage to St. John's, N.F. The cause of the loss of the Erna must remain purely a matter of conjecture, but I am of opinion that she perished in the gale experienced by the steamship Columbia on March 6 and 7, 1912, and at no great distance from this ship's position."

## Baseball Match.

The Wanderers Baseball Club met last night when Mr. J. W. Wallace and Mr. C. S. Jones, selected Captain and Vice-Captain, respectively. To Mr. Percie Johnson who has applied stationery to the club a vote of thanks was passed. This afternoon, commencing at 4.30, a match will take place on the Casual Football Grounds between a city team and seven students of McGill University. These students arrived at Bell Island recently to get some practical knowledge of mining and engineering. They reached the city this morning, and are ready to go ahead with the game. Appended are the names of those who will represent the City—Duff, catcher; Morris, Brown or Anderson, pitcher; Hiltz, first base; Wallace, second; Morrison, shortstop; Ford, third base; Pritchard or Rice, left field; and centre and Ross or Hartnett, right.

## News From Nevada.

By last mail Mr. Wm. Sclater, of this city, had an interesting letter from Mr. Thomas Maher, formerly of the Daily News reportorial staff, but for several years past living in Nevada, at a place called Hawthorne. Mr. Maher has struck it lucky since going to Nevada and has some fine silver and gold in prospect which he with others is having developed. He is most of his time up on the mountains and describes the country as being as beautiful as he is delighted with the life. Postcards which he sent Mr. Sclater depicted him taking a trip heavenward in an aeroplane. He has several times made ascents with skilled aviators. Mr. Maher wishes to be remembered to all his old time newspaper and other friends, and hopes to visit St. John's in 1914.

## Obituary.

**MR. P. KEARNEY.**—There passed away yesterday morning an esteemed resident of Mundy Pond Road in the person of Mr. Peter Kearney. Deceased was sixty-three years of age, was an employee of the Ropewalk for over thirty years and a life long member of the T. A. & B. Society. A wife, three sons, one daughter, a sister and two nieces survive to whom much sympathy will be extended.

## Marine Notes.


The s.s. Morwenna leaves Montreal the latter part of the week for here via Gulf ports. The s.s. Kawasha leaves London the end of the present month for this port direct.

The R.M.S. Mongolian sailed from Liverpool yesterday afternoon. The s.s. Durango left Liverpool on Monday afternoon for here. The s.s. Florizel was expected to leave New York to-day.

**FOR WOMEN'S AILMENTS.** Dr. Martel's Female Pills have been the Standard for 20 years and for 40 years prescribed and recommended by Physicians. Accept no other. At all druggists. may7.m.w.t.t.

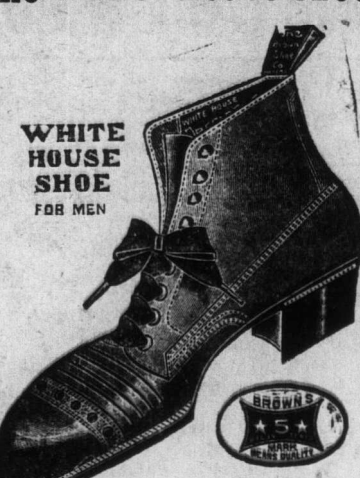
**MINARD'S LINIMENT RELIEVES NEURALGIA.**

# WHITE HOUSE SHOES

FOR MEN  FOR WOMEN



We have this Shoe stocked in all sizes and widths, and in every style and leather known to the shoe trade.



See our handsome models in MEN'S LOW CUTS or OXFORDS. Prices: \$3.50, \$4.00, \$4.50, \$5.00, \$6.00, \$7.00!

**F. SMALLWOOD, Agent,**  
Gents' Department.

# FOR THIS WEEK.

## AT COLLINS'

Scores of Buying opportunities in all departments that will bring pleasure and profit to **TUESDAY'S SHOPPERS.** Our Dress Goods Department is now complete with a splendid range of Spring Goods.

### BLEACHED NAINSOOK.

Close even weave, absolutely pure and free from filling; best washing fabric for ladies' and children's underclothing. Values 15c. to 25c. yard. Sale Price . . . . . 10c

### CHILDREN'S DRESSES.

Made of White Voile and Serpentine Crepe, to fit children from 6 years to 12 years old. Value up to \$2.00 each. Selling Price, up . . . . . 85c

### BOYS' PANTS.

Made of the strongest material you could find; just the thing for boys who require strong pants. Selling for, per pair . . . . . 43c

### Mill Remnants of FINE WHITE LAWNS.

36 inches wide; 15c. to 25c. quality. Selling for, per yard . . . . . 10c

### 500 Ladies' WHITE LAWN BLOUSES.

Trimmed with Embroidery. A clearance lot from a factory; 75c. to 95c. values. Selling for, each . . . . . 50c

### MEN'S STRIPED OVERALLS.

All full sizes, 36 to 44, with bib; 75c. value. Selling for . . . . . 60c

## New American Wall Papers at The Right Prices.

### NEW WALL PAPERS.

Suitable for parlor, living room, dining room, halls and kitchen. Visit Collins' for Bargains.

### If You Have a ROOM TO PAPER—

If you have a house to paper—you will find it to your advantage to visit our new WALL PAPER DEPARTMENT.

### NEW WALL PAPERS.

A job lot at the following prices: 10c. and 15c. piece. **BORDERINGS** at 10c. piece.

# P. F. COLLINS,

The People's Store

## Hr. Grace Notes.

A special train with Mr. Reid on an inspection tour to the branch railway, now under construction, passed through here this morning at 7 o'clock.

Mr. Albert Rogers, of St. John's, and Mr. C. Yetman, of the C. L. March Co., went out by this morning's train, the last named going to Dildo and other parts of Trinity Bay.

Mr. W. Jackman, merchant tailor of St. John's, arrived here on Saturday night, spending Sunday with Mr. and Mrs. J. J. Norris. Mrs. Jackman has been the guest of Mrs. Norris for some days and did not return with Mr. Jackman.

A land case between Upper Island

Cove litigants was heard in the District Court here on Monday of last week, and adjourned until to-day. It occupied the court all the forenoon. When further hearing was postponed until Thursday next.

His Lordship Bishop March, accompanied by Rev. J. Lynch, P.P. Northern Bay, returned from an episcopal visitation of parishes in the west part of Conception Bay, by the regular train on Saturday.

Mr. John G. Munn, our former townsman, now of the firm of James Baird, Ltd., St. John's, came to town on Saturday's train, and returned yesterday.

Miss Kathleen Casey, school teacher at North River, who spent the week-end with her parents, Mr. and Mrs.

John Casey, returned by yesterday evening's train.

On Thursday last, the Feast of Corpus Christi, the C.C.C. band went to Brigus on the invitation of Rev. Dr. Murphy, to take part in the procession of the Blessed Sacrament held in the church grounds of that town. The sacred music rendered by the band was of a high order and very favorably commented on by the very large congregation present. The band returned by the night's train.

—COR.

Hr. Grace, May 27, 1913.  
Stafford's Liniment applied to the chest on a piece of thick flannel relieves you of that tightness and difficulty in breathing. may17.t

## New Cabbage!

### 30 Crates New Cabbage.

N. Y. TURKEYS.	30 bags TURNIPS.
N. Y. CHICKENS.	200 bags P. E. I. BLACK OATS.
N. Y. DUCKS.	10 bags CARROTS.
N. Y. CORNED BEEF.	FANCY BARBADOS MO-LASSES.
PURITY BUTTER—	Punchoons.
2 lb. prints.	Barrels.
10 lb. tubs.	
100 1/2-sacks P. E. I. BLUE POTATOES.	

**T. J. EDENS,**  
DUCKWORTH STREET & MILITARY ROAD.