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SIDE TALKS.

By Ruth Cameron.

ONLY GOD KNOWS.

"Everyone seeks for truth, but God only knows who has found it. It is therefore as unjust to persecute as it is to ridicule the people for those several opinions which they cannot help entertaining upon the conviction of their reason."—Lord Chesterfield.



A Letter Friend asks me to use his letter in my column for the sake of truth.

He seems to be an authority upon truth and a guardian angel of the same so I feel I should accede to his plan.

Here is his letter: "In this evening's Herald it appears to me you are a little unfair. You say: 'Having a mind to use a synonym for positive I looked it up in my Thesaurus, and here are some of the words I found—real, actual, definitely laid down, clearly expressed, indisputable, decisive, fully assured, confident, certain.'"

But What Is An Axiom?

"In stating the axiom, 'A straight line is the shortest distance between any two points,' you would not say, 'I believe it is,' or, 'To be moderate, let me say that a straight line, etc.'"

"God's prophets and apostles said, 'Thus saith the Lord, Repent of thy sins, Ye generation of vipers.'"

"The habit of qualifying one's statements is a very gracious habit," you say. But we must discriminate in this. It may become a weak and spineless

habit. "We can afford to be positive and even intolerant in the name of Truth. He knows He's Right."

"God is intolerant of him, and the more we are like God the more intolerant we are of sin."

"We cannot afford to weaken ourselves through a mistaken sense of courtesy. Still less can we afford to weaken truth in that way."

What a splendid supporter of the Inquisition my Reader Friend would have made if he had been born a few centuries earlier!

Plainly he is as sure of all his particular facts about God as he is about the straight line, and as sure that everyone else is wrong as that he is right.

There is a wonderful paragraph in a story in one of the recent magazines that I recommend to this man and to all who, like him, are intolerant in the name of Truth.

All This Whangling.

Two women, a Jewess and Episcopalian, have been making their own lives and the life of the man whom they share as wife and mother, a Hell over religious differences. The woman who wrote the story makes this comment—more power to her pen.

"Here was this God business again. Why was Mrs. Palestine's God a better God than May's God? Why was not the God who made May the same God who made Mrs. Palestine? All this whangling over your God and my God. May Palestine went out on saint days to visit her. Mrs. Palestine burned candles and kept her tongue free from the salt of wine in His name. One God and yet all struggling over Him and setting up each his shred. Mrs. Palestine refusing May's Shred for her Shred. Your Shred, My Shred—yet all torn off the divinely bleeding and omnipotent form."

The Non-Stop Railway.

London, Sept. 7.—A possible solution of the traffic problem in big cities is the "never-stop" railway, a test of which new method of transit is to be made in the near future at Southend-on-Sea. It is believed to have remarkable possibilities in the way of relieving the passenger traffic congestion of large cities, certainly an acute and serious problem in London and Paris.

At Southend-on-Sea a never-stop railway system is in course of completion. This system is the invention of W. Yorath Lewis, a well-known engineer and his associates, and consists essentially in the use of travelling carriages of a simple type, close together, which never stop, passing through stations at such a speed that anyone can step on or off, but shooting up instantly to a high speed between the stations. In this way the great loss of time in starting and stopping ordinary trains whether electric or steam is avoided—not only the time of the actual stoppage, but also the loss of acceleration immediately before and after. The method was first described at the British Association meeting of 1911, but although a small experimental railway on these lines was erected at Ipswich there has hitherto been no means of testing the idea on a practical scale.

The equipment now under completion at Southend consists of two parallel tracks six feet apart from centre to centre and 800 yards long, joined together at each end in the form of a curve of no more than three feet radius. Between the rails is a large "skeleton" screw-thread or spiral arrangement constructed of a heavy central steel tube with spokes carrying a flat steel bar forming the spiral, the whole rotating at a constant speed and driven by an electric motor with suitable gears at each end of the track. The driving screw comes to an end at the curve, but the carriages are conveyed round and engage in the other spiral again by an arm arrangement driven by a worm wheel geared to the driving shafts.

The carriages are robed in but open at one side, each carrying eight people seated and four standing, running with rubber shod wheels on the

broad rails, and under the frame they engage with the rotating screw or spiral by means of a special projecting arm carrying two rollers. That is to say, as the long-driving screw-thread revolves, in conjunction with the end driving mechanism, it conveys the carriages along the track and continuously around the whole circuit. The system is so designed that though the screw-thread revolves at a constant speed, the pitch of the thread—that is, the distance between each of the spirals or teeth—is different. When therefore, the carriage enters a portion of the screw-thread where the teeth or spirals are close together it travels very slowly, but when the screw widens out again—that is when the teeth get further away from each other—the carriage speeds up. The arrangement is such that the carriage never stops travelling, since the screw is continually revolving at one speed, but by a suitable alteration in the pitch of the thread at intervals it slows down to 1½ miles per hour when passing through stations, and when clear of these slows up at once to about 34 miles an hour. The passengers step in and out of the trains without difficulty, because of the slow speed, just as they do in the case of a moving staircase. Many criticisms naturally suggest themselves to engineers, particularly the wear and tear on the driving spirals and the methods of stopping the entire series of carriages, but whether the system will justify the hopes of the inventors or not, it is an ingenious and well-thought out method which will occupy the earnest attention of traffic engineers throughout the world.

The daughter of a strict-principled old deacon had attended a dance the previous night, much against her father's wishes. When she appeared at breakfast the next morning, he greeted her with the words:—"Good morning, daughter of Satan."

To which the girl replied:—"Good morning, father."

PET MILK
may 13, 1902

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TO CURTAIL DEATHS FROM AUTOMOBILES.

CHICAGO (A.P.)—An intelligence test for the man or woman who drives a motor car is a possibility for the next two or three years.

Representatives of 13 middle western states are to be invited to attend the Conference of Motor Vehicle Administrators, representing state automobile licensing bureaus, to be held here early in September, at which plans will be made for working out safety-first laws for automobilists and pedestrians. The movement is being fostered by the National Safety Council.

"The man who drives a car for somebody else must pass an examination," said Walter W. Miller, chief clerk of the automobile division of the Illinois Department of State. "But anybody can drive an automobile if he owns it, whether he has ordinary horse sense or not."

The accidents do not happen to licensed chauffeurs. They happen to unskilled drivers. The conference will make plans for uniform laws to

govern the licensing of automobile operators to see if they are sufficiently competent mentally to handle a motor vehicle. Some form of intelligence test is likely to be devised."

Representatives of the state departments of Illinois, Indiana, Ohio, Wisconsin, Michigan, Kansas, Nebraska, and North and South Dakota will be invited. It is hoped to have the conference just prior to the meeting of secretaries of state at Asheville, N.C., September 13, 14, 15.

There is a real need, according to

the officials sponsoring the conference for uniform laws of driving to lessen the death rate. One way suggested is to prevent a man who never has handled a car before from buying a machine and promptly setting forth as if he were an experienced driver. This prevalent custom could be prevented, they say, by forcing the dealer by law to see that everybody to whom he sells a car is thoroughly instructed before he is permitted to operate it on the public highways.

A woman ran out of a house shouting "Fire!" A passer-by started at a gallop for the fire-station, while a second pedestrian dashed into the hall and, being unable to see or smell smoke, turned to the gasping and excited woman, and asked: "Where is the fire? I can't see any signs of me."

"I—I didn't mean fire! I—I meant murder!" she screamed.

A policeman arrived at that moment, and demanded to know who was being murdered.

"Oh, I didn't mean murder," wailed the miserable woman, "but the biggest ran you ever set eyes on chased our cat across the kitchen just now!"

Pickled apples are an excellent relish for game or roast pork.

Wants Indians at Olympics.

MEXICO CITY—Mexico should enter a few Tarahumara Indians in the coming Olympic Games at Paris and win every long distance running event, according to Dr. M. Atil, an authority on these primitive natives of Chihuahua. The Tarahumaras can run six marathons in a day, he declares, in describing the part that running figures in these Indians' religion. One of the Tarahumara hunters from the Mineral de Ocampo district has covered 90 kilometers in 24 hours, the doctor asserts.

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An east-end artisan got a foreman's job on some Nile barge works. A year later he came home for a holiday. "And do they pay you well on the Nile, Mr. Potts?" he was asked. "Well, not exactly on the Nile, mum," he replied. "We have to wait till the end of the month."

BY BEN BATSFORD.