

Some Sidelights on Our Cross Country Railway System

Dear Sir.—What an unique experience a trip on this makeshift railroad, it is one ever to be remembered. The gong sounds, the trip begins. The grand stampede for seats (stalls) and top berths is on. We see women and children huddled together, five, six and eight, in a stall, thankful if their lives are spared in the mad male rush. The stench from the toilets is almost unbearable and certainly not conducive to good health. Twenty-four hours of such odiferous atmosphere should bring on an attack of seasickness. Smoking is permitted in second-class cars and very often in first class cars with a total disregard to the presence of women and children. The "bottle" is everywhere in evidence and within its sphere of influence the air takes on a widely different hue from its normal condition.

The lighting system is abominable to say the least of it, reading is out of order when the evening closes in. Ofttimes, but one of the two kerosene lamps are working, the other generally working overtime until the globe has been smoked, impairing even its efficiency. There does not seem to be any use for lights in the toilets, at least many toilets have none. It is almost a necessity to provide a pair of rubber boots to navigate the average second class toilet. With 2-3 of this Island under water it would seem that drinking water could be provided for all classes of passengers, and the place where water is to be had might be placed in such a condition of cleanliness that a glass of pure water would not act as an amulet on one. Take a long breath and hold it if possible till you get out; the order is sickening. Male passengers lie in the top stalls, yawning, smoking cheap tobacco, spitting over the side. It may land on the aisle floor, more likely to land on the seat end to be cleaned off by some passerby.

The floor soon becomes pig-pen like. Its a slippery proposition to paddle along the narrow passage after being on the trip for a few hours. Many cattle cars are kept in better shape. But after all its only the Newfoundland and the Newfoundland fishermen or his family at that, the back none of this country, who must endure without murmur this state of affairs.

As cattle are they treated, and if an occasional unyielding steer had his tail twisted no doubt the hob-tail would survive the ordeal.

Train crews mingle, smoke with passengers, and but for the brass buttons and air of ownership, one could not distinguish one from the other. They smoke incessantly, accounting in some degree for the filthy condition of these cars, besides palating the lungs of every occupant with smoke and dirt.

The temptation is great to knock out a window, for by so doing it

would be possible to see objects, as you pass by. The grime and dirt is inside and out and plenty of it. It is a matter of doubt at times to determine whether the road is operated from the executive officers or from the swelled heads of the average train crews. There are exceptions. They stand out in bold relief.

Moving picture operators should be barred from landing at Port aux Basques. The stepping stone for this great country and what a disgrace to it. The pictures would drive many away from our shores, excepting these looking for the strangeness of a trip through Chinatown or similar questionable retreats. This should be a matter of grave concern to this country's government and steps should be taken against it at once; and ought to erect a suitable station building at Port aux Basques in the place of the dilapidated dirty building now exposed to the first gaze of strangers to our shores.

The road-bed and track requires immediate attention. The filth and dirt along those tracks requires to be removed, and after a thorough cleaning up the duty imposed on some person to see to it that premises are kept respectable.

It would be well, now, that cold weather is approaching, to permit passengers, especially women and little children, to enter cars without delay before baggage is taken on and dispense with waiting in a cold marrow eating North East wind, as much as ten minutes, or in lieu of this, to considerately acquaint these people that their train is not ready, but will be called when ready. They would then go back to the waiting room and patiently await the convenience of the R. R. Company.

Will the Newfoundland ever awake (women why don't you have something to say) to the fact that his heritage is slowly but surely slipping away from him; rather, being wrested from him by a ravenous gang bent on stripping him to the hide—a veritable bunch of grabbers. The daily life of the Newfoundland fisherman exempts him from being a coward.

He is subjected to the butt and jest of the grafting fraternity ever on the alert to keep him the under-dog of Newfoundland. You have it in your power to clip those grafters' wings, and get common decent treatment when your wives and children leave home. Its your right, go after your rights. Don't let any rum-sucking bunch of hoodlums pass by and fool you into any situation. Let your men of affairs be filled with the ambition to work in the interests of the common people and not for the single evil-eyed profit of a well-favored and undeserving few.

A PASSENGER.
St. John's, Sept. 24, 1915.

MISS ADAMS ENDEAVORS TO BRING PEACE

As a Result of Her Trip to Hague Convention Would Bring All Neutrals As Peace Advocates

Chicago, Sept. 18.—Appointment of an international commission drawn from the neutral nations of Europe and the United States, and which would try to bring the European war to an end, is proposed in a resolution which will be mailed to men and women in public life and to the representatives of all kinds of societies throughout the country.

The resolution has been drawn under the direction of Miss Jane Addams, of Hull House, and represents the concrete results of her trip to The Hague convention. She has been assisted by Louis T. Lochner, secretary of the National Peace Federation and the resolution has been approved.

Miss Addams' Resolution
The following is the text of the resolution:

"Whereas, the outcome of the recent missions to the governments of the warring nations warrant the belief that, while the nations at war are not willing themselves to begin negotiations, or even signify a desire to do so lest it be interpreted as a sign of weakness and place them at a disadvantage in the final peace settlement, there are, nevertheless, in each of the warring nations civil authorities and other citizens who would welcome affirmative action by a neutral agency to bring about a peace based on international justice, be it therefore resolved:

To Explore Issues

"That we urge the appointment of an international commission drawn from the neutral nations of Europe as well as the United States which shall explore the issues involved in the present struggle and on the basis of its findings submit propositions to the belligerent nations, in hope that such effort will not only clear the ground for final peace negotiations, but also influence such terms of settlement which will make for a constructive and lasting peace.

"We believe that through some effort on the part of neutrals, carried on continuously during the progress of the war, the great European conflict can be ended by negotiations rather than by exhaustion, and in a manner that will not perpetuate the mistaken ideas of international relationships that have brought about the present conflict.

Appoint Americans First

"Because of the mixed population of the United States, its size, and its geographical isolation, the American members for such a commission should first be appointed and should ask representatives of the neutral nations of Europe, summarily appointed and approved to confer with them. These should constitute an informal commission which should act continuously and evolve tentative proposals, submitting them to the various governments, in the unalterable conviction that some proposal will ultimately be found that will afford a practical basis for actual peace negotiations.

"American citizens selected for this mission, while having the approval of President Wilson, should in no case be authorized to commit the president or the United States government to any proposition which the commission should put forward."

Socialists Expelled

Stockholm, via London, Sept. 14.—Prof Gustave Cteffén, Oskar Jerte and Engve Larssen, three prominent members of the Socialist party, were today expelled from the party by the unanimous vote of the Stockholm Social commune, on the ground that they were co-authors of the so-called war book.

This war book, which was published two months ago, strongly advocated Sweden's participation in the war on the side of Germany, and has been the most widely discussed publication in Sweden since the beginning of the war. It presented an elaborate argument showing that for historical reasons it was Sweden's duty to fight against Russia.

Although known that the book was written by five men, the names were not given, and the anonymity caused endless speculation. The discovery that part of the text was the product of members of the Socialist party, which favors the entente powers, has caused a sensation.

It is expected that the resolution expelling the authors will be confirmed by the committee of the whole party at a meeting next week.

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