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- Peanut Butter
- Celery Salt
- Glance
- French Mustard
- Aspic Jelly
- Mango Chutney
- Lemon Curd
- Honey

SEEDED, SEEDLESS, SULTANA, TABLE.

- Cherries in Marachno
- Bird's Eye Chillies
- Anchovy Paste
- Prepared Horse Radish
- Black Leicester Mushrooms
- Spiced Salad Vinegar
- Spiced Crystal Vinegar
- Banquet Sauce

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**Public Notice**

I am directed by His Excellency the Governor in Council to issue the following notice under Authority of Minute in Council passed 28th February, 1918.

**Augmentation of the Pay of Royal Naval Reservists Newfoundland.**

The Government of Newfoundland have decided to augment the pay of Newfoundland Royal Naval Reservists so as to place them on the same footing as men of the Newfoundland Regiment.

Under the provision of the War Measure Act, authority is given to the Minister of Militia to deal with the matter of augmentation of pay of the Royal Naval Reservists, Nfld., in consultation with the Senior Naval Officer, St. John's.

It is ordered that a sum of 33c. per day be placed to the credit of each Naval Reservist from the time of commencement of the war, in cases where men were then serving, or otherwise, from the time when their services began up to the time of discharge, or of death, or to the 30th of September, 1917, inclusive.

As the rate of pay of Naval Reservists was increased from October 1st, 1917, and as the difference between the amount they receive and that allowed the members of The Royal Newfoundland Regiment is 17c. per day, this difference will also be credited them from that date.

The foregoing amounts will not in any case be made a payment from Admiralty sources. The Minister of Militia, St. John's, Nfld., is solely responsible for the issue of any sums due.

Newfoundland Royal Naval Reserve men serving in any of H. M. Ships, including all members of the Trawler Reserve and those in Defensively Armed Merchant Ships etc., are eligible for the pay as set forth, and should be informed of the following alternatives as regards the method of payment:—

(a) Payment will be made on personal application to the Minister of Militia, St. John's.

(b) Payment will be made to the nominee of any Reserve man, on written application duly witnessed, to the Minister of Militia, St. John's.

(c) Sums due will be placed to the credit of Reserve men who do not desire to avail themselves of the foregoing and can be drawn by them at the expiration of their service.

The following form is to be compiled and forwarded direct to the Minister of Militia, St. John's, Newfoundland, at the earliest possible date:—

| NAME AND OFFICIAL NO. | WHAT IS DESIRED DISPOSAL OF AMOUNT DUE UNDER ORDER 1, 2, or 3 (IN CASE OF 2, FULL NAME AND ADDRESS MUST BE GIVEN) | SIGNATURE AUTHORIZING DISPOSAL. |
|-----------------------|---|---------------------------------|
|                       |   |                                 |
|                       |   |                                 |

All communications of any description with regard to these payments are to be made to the Minister of Militia, St. John's, direct.

Payment will commence on 1st May, 1918.

In cases where members of the Royal Naval Reserve (Newfoundland) have been killed in action or died of wounds or sickness, or through any other cause, the amount due as Augmentation Pay will go to the Estate of the deceased. The authority to obtain the Estate of the deceased is, in case of a Will, Letters of Probate; and in case there is not a Will, Letters of Administration. Such letters are issued by the Supreme Court of Newfoundland on the Petition and Proofs of Executor of the Will, or the next of kin. If the Estate does not exceed \$500.00, after the proof of the facts has been obtained the petition can be applied for by the Minister of Justice.

With reference to the foregoing, it is suggested that the next of kin of Reservists who are now serving should communicate with them and request them to send their instructions to the Militia Department. No action can be taken until such instructions are received.

Next of kin of deceased Reservists will be communicated with in due course when their claims have been proved.

J. R. BENNETT,  
Minister of Militia.

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**Notes on the Practibility of Steel and Ferro-Concrete Shipbuilding in Nfld.**

PAPER READ BEFORE THE BOARD OF TRADE, May 16, 1918.  
By F. W. ANGEL.

Mr. President and Gentlemen:— I have been asked to read a paper on the above very important subject, and whilst I appreciate the honor I do not pose an authority, but as one who has studied and become keenly interested in the subject from the engineers and builders standpoint, and offer these notes and opinions hoping they may be of some value, and best of all, lead to some practical results.

It is my purpose to discuss the subject primarily with regard to local requirements, and not with regard to world requirements; hence if we do not want ships first of all ourselves, conditions hardly warrant us in commencing to build for outsiders. Regarding local needs present and prospective, and the kind of ships required, the members of the Board of Trade and the Mercantile interests know far more than I do. It would appear, however, from what I hear of a maritime people, with most of our property afloat, and with the possibility of all-powered boats superseding sailing vessels, that a permanent shipyard here for the building and engineering of small and medium tonnage ships, steel or concrete, might become a necessity.

It is only possible to make a preliminary and superficial survey of the subject in a short paper. I will therefore treat the points which would seem to concern us most, under the following headings: Steel Shipbuilding, Ferro-concrete Ships, Motor Engines, Building Sites, Government Assistance, Labor and Conclusions.

**STEEL SHIPBUILDING.** As a matter of interest it might be well to remember that the steel ships and large compound engines have been built in Newfoundland before. The S.S. "Jennie Foster" a steel coaster was built at the Old Victoria Engine Works in the West End of St. John's about 35 years ago; and the S.S. "Panther" was engine at the same place about 30 years ago. To the layman, steel ship construction here might appear visionary, but such a notion is absolutely unwarranted. In support of this contention I beg to refer to such experienced and practical men as Mr. Black, Lloyd's Surveyor, Mr. A. D. Brown and Hon. James Angel, all of whom see no difficulty whatever in the construction of steel here, provided materials can be secured.

The building of ships up to 2000 tons capacity on engine does not require extensive plant. Relative to the turn-over, shipbuilding requires less expenditure in fixed assets than steel in any other industrial enterprise. Outside of real estate, buildings and shipways, a small yard of the steel capacity can be equipped for less than \$30,000. The building of engines requires more extensive plant proportionately, but in the extension of the Consolidated Foundry Company, the Dock Machine Shops and the Newfoundland Shell Company, we possess the important factors.

For immediate requirement we would have to import from Great Britain the S.A. plates, frames and heavy components, such as stern frames, propeller shafts, etc. but in the near future, plate and ship sections will be obtainable from the new mills of the Dominion Iron & Steel Company at Sydney, and as Newfoundland will supply the ore for said mills, and as ore boats will ply to and from, it should not be difficult to secure a permanent and cheap supply of raw materials.

**DIESEL AND HOT SURFACE IGNITION ENGINES.**

In my opinion the building of the above engines first for auxiliaries and second for motor ships, is inseparable from a permanent shipbuilding project in this Country. In the existence of the Newfoundland Shell Company, we possess the backbone of such a plant.

The Diesel high compression engine and the Bolinder type, hot surface ignition engine, both operating on crude oil have absolutely passed into the competitive field for the propulsion of all-powered ships as well as auxiliaries, and demands our serious consideration. Our future ships must have engines and no country should do more to foster their manufacture than us. Engines will need repairs and men to operate same and a local plant offers the only means of satisfactory maintenance and the training of men to successfully operate them.

**BUILDING SITES.** In Conception Bay within a few hours train ride of St. John's, we have two excellent harbours in embryo with shipbuilding sites for ferro-concrete construction, with an abundance of excellent material close at hand and undeveloped water powers close by. St. John's, H. Grace, Trepassay, Bay St. George, at points adjacent to the Railroad and within easy reach of developed or undeveloped power, all offer sites for ship construction in steel or ferro-construction, some places possessing advantages in some respects over others and vice versa. Some existing industries, viz., the Dry Dock with its machine shops, The Harbour Grace Shipbuilding Company with its seven shipways, Catalina with its power, might be leased or operated under contract in connection with a shipbuilding project.

(Continued on 4th page.)

**DOCTOR ADVISED OPERATION**  
as the only means of curing Mr. Lewis of Silver Lake, Oregon, who was suffering from a chronic sore on his face. The use of Zam-Buk, however, made this unnecessary.

Mr. Lewis' daughter says: "Father had a sore on his face, which became very swollen and painful. We tried remedy after remedy, and he had medical attention from several doctors, but he got no better, and finally the doctor said the only hope of a cure was an operation."

"Father would not, however, submit to an operation until he had first tried Zam-Buk, as he had heard so much about it. He began applying it regularly, and soon felt some relief. He persevered and gradually the pain was ended, the inflammation was all drawn out, the swelling disappeared and



of the frames, endeavouring to detect distortion, if any, but could find absolutely nothing wrong. This unfortunate accident proved a fortunate test, and furnished reliable evidence of her strength. The approval of ferro-concrete by British Lloyds for the construction of sea-going self-propelled ships, within certain limits, is a guarantee of its safety and durability at all events.

From personal observation, consultation with designers and builders, and a study of the technical literature published to date, the important features of ferro-concrete ships in my opinion may be summed up as follows:

- (1) INCREASED WEIGHT is the most serious disadvantage. Taking dead weight capacity as a unit of comparison, the ferro-concrete ship will weigh over TWICE as much as the steel ship, and will register ONE-THIRD MORE net tons.
- (2) For vessels up to 2000 tons dead weight, ferro-concrete construction requires ONE-THIRD as much steel as all-steel construction, and this proportion increases for vessels over 2000 tons.
- (3) The ferro-concrete ship must be less than TWO-THIRDS OF THE COST of the steel ship to become as even competitor.
- (4) For durability and upkeep of hull, concrete construction has all in its favour. Mr. Pollock, Naval Architect of London, estimates a life of 200 YEARS as not being unreasonable.
- (5) The initial cost of plant and the number of skilled workmen necessary is considerably in favour of concrete.
- (6) SPEED OF CONSTRUCTION is perhaps the most important feature (at the present time at all events) in favour of concrete. The actual pouring of the concrete is a question of days not months. The total time required for completion, including erection of forms, insertion of re-inforcement, setting and launching, is about one-half that of steel.
- (7) Heretofore, barges and river boats alone have been tried out and are passed the experimental stage. Sea going ships are now undergoing the INITIAL TESTS which so far have been decidedly in their favour.
- (8) The concessions of opinion at present seem to be that ferro-concrete construction is warranted and economic for small and medium tonnage ships up to 2000 tons.
- (9) Owing to its short history and dearth of exact data, we may reasonably look for important and early improvements on results obtainable to date.

Assuming that concrete ships were passed the experimental stage, and assuming we need ships and had decided to build them, there is no doubt as to which type of construction we should adopt here in Newfoundland. Our facilities for building concrete ships have important and unusual possibilities. The materials required for steel, concrete and gravel. We do not possess the two former components, but we do the latter in great abundance and obtainable at almost negligible cost. The steel end cement being high priced and small in bulk as compared with gravel, can stand transportation by rail or water. This water washed sand and gravel furnishes the best material procurable anywhere for concrete ship construction. The ships' walls and scantlings must be absolutely free of voids, impervious to water, and hard as to withstand abrasion. Gravel with smooth rounded surfaces is preferable to broken stone as it allows the mortar to completely surround the individual pebbles and re-inforcing bars, thereby making a dense and compact mass approaching the ideal water-tight monolithic structure, which is the aim of the Naval Architect. The ocean beaches, particularly on the East Coast, contain only the hardest granite and whinstones, all the soft and friable rock having been ground up by the action of the sea and washed away, leaving a survival of the fittest, a hard and ideal material.

Unfortunately, however, ferro-concrete ships appear too much in the embryonic stage to warrant an extensive outlay just at present. If, however, the local trade required a harbour lighter or a floating dock, and the Government a smooth water ferry or transfer boat, these types have been sufficiently tried out to warrant the immediate establishment of a concrete shipyard.

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(Continued on 4th page.)

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