

Reliable Footwear

FOR MEN.



**Well Built Shoes
of Durability,
In all Widths.**

Two Specials!

MEN'S

GUN METAL BLUCHER.

Well made, good shape, medium weight, rubber sole; at the very low price of

\$3.50.

MEN'S GUN METAL PLAIN LACED STYLE.

Textan fibre soled; smart shape for city wear,

\$4.50

per pair.

GUN METAL BLUCHER,
at \$7.00, \$8.00, \$11.50, \$12.00,
\$13.50, \$14.50, \$15.50.

VICI BLUCHER,
\$14.50, \$16.00.

DARK TAN CALF BLUCHER,
\$15.50, \$17.00.

BOX CALF BLUCHER,
\$6.00, \$9.50.

DARK TAN CALF,
plain laced style,
\$8.50, \$9.00, \$10.50.

Other sizes in Gun Metal and Vici, in which we are short of some sizes, \$3.50, \$4.00, \$4.50, \$6.50, \$7.50.

HEAVY VEAL CALF WORK BOOTS,
Blucher cut, \$5.50.



STEER BROTHERS.

BEAVER BOARD

Beaver Board is real board, real lumber, free from knots, is sanitary, draught proof, vermin proof and labor saving.

Beaver Board, unlike lath and plaster, will not crack and is not messy, it's a guaranteed product warranted to give satisfaction.

Beaver Board is particularly adapted to "Housing Plans", costs can be figured with exactitude.

The Corona Co. of New York built two model houses, using plaster in one and Beaver Board in the other, as a test.

Beaver Board was chosen as being most desirable and accordingly 98 homes were then completed with Beaver Board.

Numerous houses, offices, schools, halls, churches, etc., in Newfoundland were completed with Beaver Board.

Beaver Board is not a fad, not an experiment, it has made good; ask us for proofs.

Colin Campbell, Limited.

Advertise in "The Evening Telegram."

Mail Carriers in Early Rome.

FIRST LETTER POST EXISTED IN THE 19th CENTURY.

Did it ever occur to you that your city letter carrier, your village postmaster, or your rural route carrier, has a past?

He is the agent by which the long arm of Uncle Sam taps your shoulder one, two, maybe three times a day, yet he is so unobtrusive that you probably do not know him half so well as the policeman or the school teacher.

Recently, however, he has been in the public eye by the presentation of his need for increased pay, and, in this connection, the National Geographic Society calls attention to him as an historic figure.

"The history of the postal service and its employees extends to the days of the Romans, when the earliest known means of transmitting a message was by courier," says a bulletin from the Washington, D.C. headquarters of that society. "These admirable organizers, the Romans, marked by a 'post' the place in the road where the relay of one runner by another was affected; thus they named our system long before it was born.

"The first letter post seems to have existed in the Hanse towns in the 13th century in order to facilitate relations between the merchants of the various members of the Hanseatic League.

"The British post office had its beginning in the 16th century and our own colonial methods of handling mail were inherited from our British forefathers. Long before the people had any means of exchanging either personal or official letters, the King had established a system for conveying his personal messages and official documents by royal messengers. In the reign of King John this petulant monarch paid out a large sum for a postal service and charged it to the household and wardrobe accounts. Messengers who were thus entrusted with matters of state had to be above suspicion. They went the whole distance and were paid according to the length and danger of their journeys.

"When Edward IV. found the Scots were too hot upon his trail he decided that he needed a system of communication between his own headquarters and those of his fighting forces, so he had horses placed at 20-mile intervals on the road between England and Scotland. That was our present post office system in embryo. Finally, in 1512, Sir Brian Tuke became the first postmaster-general of Britain, and personally took charge of all the royal messengers.

"Persons of less importance than kings had to arrange to send their letters by their servants, messengers, merchants, or friends, but there is evidence that by the close of the 15th century regular couriers between a few main points were employed.

"In a Privy council proclamation in 1603 the duties of mail carriers were made extremely arduous. The postman had to have two leather bags lined with 'hayes' of cotton, for his letters, he had to toot a horn whenever he saw anyone approaching, or at least four times in every mile, he might not delay more than 15 minutes at any point, and he had to make at least seven miles an hour in summer, and five in winter. Beside this, he had to keep a record of the name and address of the sender and recipient of each letter.

"In 1638 New England proposed to the British sovereign that a post office system be established in the colonies, as it was 'so useful and absolutely necessary.' His Majesty paid no attention to the plea, but Richard Fairbanks, in the same year, set up an office in Boston to receive letters from ships. He undertook to deliver the letters received and charged a penny for each letter. He also received mail for out-going ships, but no one was forced to send mail through his office.

"What a step it is from those days to a system that specially delivers our eager and anxious words, carries our parcels, registers our valuables, banks our money or transmits it to pay our bills, and was the Paul Revere of our drafts for service in the world war, calling Americans to Concord and Bunker Hills on the fields of Flanders!

"To-day, in many sections of our country, the farmer has his daily paper just as the Wall street banker has his, and often he has a superior advantage in that the mail man who delivers it to him is his friend, and may add verbal bulletins on items of local interest.

"A thrilling story of the devotion of mail men to their duties is that of the pony express, the first rapid transit mail line across the 186 miles of prairie, desert, snow-capped mountain peaks and alkali wastes between the Missouri river and the Pacific coast. It was inaugurated early in 1860, in order that the West might be kept more closely in touch with the North, in view of the trouble brewing from the slavery question, and, though it had an existence of only 18 months, it made the East and West only 10 days apart at a time of crisis.

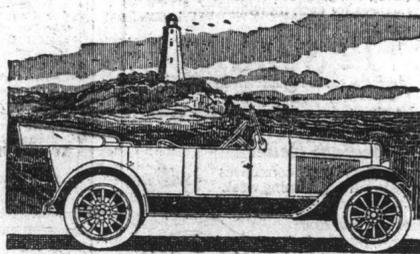
"The date of starting was to be March 26, 1860, and Forts Kearney, Laramie, Bridger, Great Salt Lake City, Camp Floyd, Carson City, the Washoe silver mines, Placerville and Sacramento were to be the points of delivery of mail. In St. Joseph, Mo., eager and excited crowds gathered in



CHALMERS MOTOR CARS.

The purring of the Chalmers Engine speaks of untold power and strength in all emergencies. One can sit in the tonneau and hardly hear the engine under the bonnet. Long or short rides become a pleasure and a joy. The "Hot Spot and Ram's Horn" Engine, the invention of Chalmers Engineers, makes the Chalmers unusually powerful, yet at the same time economical, for it heats the fuel and explodes every particle. Right-hand drive, complete appointments, magneto equipment; two-unit electrical system.

F. J. DODD, Central Garage,
St. John's.
CHALMERS MOTOR CAR COMPANY
Export Division
Cable Address: "UMCO" 74 BROADWAY, NEW YORK



Our Mid-Summer Sale Continues!

We have decided to continue above Sale for another month, as we want to clean up all surplus stock before fall arrivals. New lines being added every day. We list a few more specials.

Bed Outfits.

HERE IS WHERE WE SHINE.

Bedstead, 3 ft., Spring, 3 ft., Mattress, 3 ft., only \$14.95
 Bedstead (4 ft., Brass Nobs), Spring (Woven Wire), Mattress (Wool Top), only \$19.45
 Bedsteads (Brass Rod), Spring (Copper Wire), Mattress (Wool all over), only \$25.95
 Other Outfits up to \$50.00
 Our Extra Special is a late arrival Bedstead, Spring & Mattress for \$25.00
 Worth \$35.00 or more. Open for inspection Monday or Tuesday.
 We still have a few Couches, Bureaus and Stands, Sideboards, &c., that we offer at lowest prices to clear. Come and be convinced.
 Outport orders receive special attention for these goods. Same all ready for delivery.

The C.L. March Co., Ltd.

Corner Water and Springdale Streets.
P.S.—CARS STOP AT OUR DOOR.

Beaumont-Hamel Collection.

Already acknowledged . . . \$5285.73
 Botwood, per F. A. Mills . . . 7.50
 Maddox Cove, Petty Hr., per
 Miss Mercedes Stack 2.20

\$5295.43

JANET AYRE,
Hon. Sec. B.H.C.

Ripe Bananas, Cucumbers, Cocomnuts, Grape Fruit, wholesale and retail, at GLEESON'S, 108 Water St.—Feb 13, 1921

MINARD'S LINIMENT RELIEVES DISTEMPER.

Lachute, Que., 25th Sept. 1908.
 Minard's Liniment Co., Limited.
 Gentlemen.—Ever since coming home from the Boer war I have been bothered from running sores on my legs. I tried many salves and liniments; also doctored continuously for the blood, but got no permanent relief, till last winter when my mother got me to try MINARD'S LINIMENT. The effect of which was almost magical. After two bottles the sores completely disappeared and I have worked every working day since.
 Yours gratefully,
 JOHN WALSH.

PERSONAL.—Mrs. M. King, from the Battery, entered the General Hospital, on Friday, suffering from appendicitis.