

## Railway Commission Report.

### TRACK FROM NOWHERE TO NOWHERE.

The subject of establishing an information bureau where the public could obtain accurate information regarding the movements of trains and steamers, was taken up by your Commissioners, but it was considered that this could be accomplished in this direction until the new city telephone service was completely installed, when a local exchange intercommunicating with all departments could be provided and the young lady in charge could also act as information clerk. This has been a long felt want in connection with the Railway and Steamboat service.

Your Commissioners also considered the advisability of recovering the rails and fastenings used on the derelict Fortune Bay Branch for use in repairing the main line track and passed a minute in favor of this proposal subject to legal opinion. This branch was raised for a distance of 4 1/4 miles out of a total length, when completed to Terrenceville (Fortune Bay), of 5 1/2 miles. This is a railway from nowhere to nowhere, without any traffic or apparent prospect of developing any currents, and to make it of any service to the peninsula of Burin it would require to be extended at least one hundred miles to tap Marytown, Burin, St. Lawrence, Lamaline, Fortune and Grand Bank, an extension that would at present-day prices involve an expenditure of nearly three million dollars, to say nothing of the cost of rehabilitating and completing the railway to Terrenceville. We are, therefore, of opinion—especially in view of having secured a safe and convenient sea terminal at Argentia from which to serve the Burin peninsula—that, subject to legal opinion as to the bearings of existing contracts on the matter, the Fortune Bay Branch should be abandoned and the rails, fastenings, etc., salvaged and disposed of as the Government may see fit. While on this subject it might be well to throw out a suggestion which may some day be acted upon, namely—that the Burin Peninsula could readily be given railway accommodation by running a train ferry from Argentia to the equally favorable and safe harbor of Marytown which could be connected by rail to Burin, St. Lawrence and Grand Bank. The money already spent on the Fortune Bay Branch without result would have more sufficed to provide this service and the connection with St. John's would have been almost a straight line one (see map) instead of the extremely roundabout way via the Fortune Bay Branch route. At the far end of this route would be Grand Bank which could easily be made a new sea terminal for the South Coast after the Harbor Works now being executed are completed.

North Sydney the Canadian Terminus of our cross straits steamer service has been for a considerable time quite inadequate as regards its wharf and its railway and other equipment, and has been the subject of frequent representations by the Reid Newfoundland Company to the Intercolonial Railway Company who owned it prior to its absorption into the Canadian National Railway System. Other representations were made by the late Minister of Shipping, Sir John Crobie, during the war period when traffic was congested on this route, and finally by your Commissioners. Mr. Hall was sent in November last to Toronto to confer with the Directorate of the Canadian National Railways, and after spending a few days with them and their technical staff a scheme for the widening of the wharf, the erection thereon of a large transit shed, a convenient station building and post office (to replace the shack that now does service for these) and increased trackage was drawn up and certain conditions under which the Canadian National Railways would undertake this work were transmitted through Mr. Hall to the Commission. Some of these conditions are not entirely acceptable to the Commission and will be further discussed. The North Sydney Terminal is staffed and worked by the Reid Newfoundland Company and the Commission, a course which is contrary to usual practice, the owning Company usually performing all land services and charging the Steamboat Company for the services rendered to it. However, the most friendly relations do not seem to have obtained for some years past between the Reid Newfoundland Company and the Intercolonial Railway, and our officials being of opinion that friction is likely to arise through the present system of receiving through freight from the Canadian side on car in the wharf premises and handling it ourselves, your Commissioners have not taken any steps to upset the present unusual arrangement. We have tried to obtain more favorable through bookings of freight from Montreal and points west of it by this route, but Halifax still retains an advantage (for instance, of about five cents per 100 lbs. as regards grain stuffs) which is sought to be justified on the grounds of the Halifax route being a shorter train haul. We think that it would be a reasonable concession on the part of the Canadian National Railways that North Sydney should

be placed on the same footing as Halifax.

While dealing with Canadian relations it might be well to state that the Canadian Government have for the past year reduced the mail subsidy by cross straits route from \$70,000 to \$35,000 per annum. Much correspondence has passed on this subject and several interviews have taken place, but the Canadian authorities justify their action on the grounds that they have taken a similar course with regard to all their subsidies, and that as these arrangements were embodied in an Act of Parliament they could only be altered by fresh legislation.

(To be Continued.)

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### THE REDS.



The Reds will labor well and long at any fierce destructive job, to prove the government is wrong and turn it over to the much. They'd like to undermine the state and hope to do that much in time; their industry is something great when industry becomes a crime. But show them any useful task, with ample wages at the end, and they'll revolt and mount a cask, and make the welkin creak and bend. They're living in a country fine, where every man who toils and spins

may have his squire and his vine and dollar watches for the twins. They're living where the laws protect the honest worker and his pile, and they would see the whole works wrecked, and view the chaos with a smile. They hold to crowds about and vain, with hankers for blood and fire; they are opposed to all things sane, to all that righteous men admire. And more and more we lately find their teachings spreading everywhere; their propaganda is behind uprisings here and riots there.

THE NEW FASHION THERAPY. THERAPY No. 1 THERAPY No. 2 THERAPY No. 3

And are we not the patient bunch? We see the Reds our laws defy, and idly grin, though we've a hunch that worse is coming by and by. They bore us with their brazen sound, they weary us with gall and bile; the nation needs a dumping ground for those who do not like its style.

### Mystery of Tobacco.

An early 18th century MS. of the House of Lords, which has just been published in volume form, contains an account of the way in which English tobacco manufacturers prevented their secrets getting known and used in Russia more than 200 years ago. It seems that Nath. Gould and others had made a contract with the Tsar of Moscow in 1688 to import quantities of tobacco into his dominions, and assist

over "Peter Marshall and his wife, versed in the cutting and rolling of tobacco, together with instruments and materials necessary thereunto." Other merchants of London had also entered into contracts with the Tsar's officers to supply large quantities of tobacco and to send "As many persons skilled in the spinning of tobacco as the Tsar should require to, which means his subjects would become equally skilled in that mystery with any of her majesty's subjects, dealers in tobacco." The English tobacco manufacturers petitioned Queen Anne, and that re-

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See, Clearcut, Talcum, etc., and Cuticura, etc.

doubtable monarch nipped the scheme in the bud. It was ordered that "said persons were to be conveyed to Moscow, and the engines to be broken immediately." And so "mystery" was not disclosed.

WELL DRESSED AT SMALL COST.—If you do not intend to get a Suit or Overcoat for the holiday season, you can at least be well dressed by having your clothes Cleaned and Pressed. SPURRELL the Tailor, 10 Water Street, and it will cost you about \$1.50. Do you need a new Velvet Collar on your Overcoat?—m.w.t.t.

An attractive model of black velvet has a huge Buster Brown collar with white pony skin and loose sleeves with a deep square cuff effect of the white pony.