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CLOSETS, DRAINS AND
FOR MANY OTHER PURPOSES
THE STANDARD ARTICLE
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**Another
Railway Loan**

GOVERNMENT ANSWER TO SIR ROBERT BOND'S QUESTION.
RT. HON. SIR R. BOND.—To ask the Hon. Minister of Finance and Customs if the loan of £800,000 sterling raised for the purpose of defraying the cost of the branch lines of railway contracted for in 1910 will be sufficient to meet the total cost of the same, or, if the Government will find it necessary to borrow a further sum of money on that account, and, if so, what is the estimated amount that will be required?

ANSWER.
When the loan of four million dollars was raised in 1910, the surveys of none of the branch lines were completed, and, accordingly, the amount asked for and raised under the Loan Act was based on a mere estimate of the length of these proposed branches.

At the present time we can make a much closer estimate of the length of the branches, and of their cost, as three of the proposed branches are completely surveyed; one branch railway is built and being operated, and two of the other branches are partially constructed.

The surveys are at present engaged in locating the branch to Fortune Bay. There will then only remain the short branch from Deer Lake to Bonne Bay to be surveyed.

When completed the branches will probably represent the following mileage, according to the estimate of the Government Engineer:—Bonavista, 88; Trepassay, 102; Heart's Content and Grate's Cove, 85; Fortune Bay, 43; and Bonne Bay, 25, or a total of 343 miles for the several branches.

The increased mileage over the original estimate is brought about by the desire on the part of the Government to connect as many settlements as possible with the line of railway. It is not to be understood that the length of the branch to Heart's Content by about 16 miles, by building it down the shore from Dillon, and connecting 5,000 people, instead of crossing the barrens from Carbonear to Heart's Content, where there are no inhabitants.

The Bonavista Branch, by connecting settlements in both Trinity and Bonavista Bays, increased the line from 11 to 13 miles.

The same is true in relation to the survey for the Bay de Verde branch, where a very considerable increase has been made on the length of the line, owing to the fact that the railway passes near or goes through every settlement in the District.

For the same reason a considerable increase was made in the length of the road from St. John's to Trepassay.

Under these circumstances the branches under contract to build will at \$15,000 a mile on a mileage of say 340 miles cost in the neighborhood of \$5,100,000.

To this amount, of course, will have to be added, for three of the branches, the cost of the right of way where the railway passes through private property, the cost of station fencing, and any additional equipment not embraced in the Construction Contract.

The Government have not, as yet, made any detailed estimate as to what the total cost will be. To date the Contractor has been paid, on the certificate of the Government Engineer, for 35 miles on the Bonavista Branch, 55 miles on the Trepassay Branch, and 10 miles on the Heart's Content Branch, at the rate of \$15,000 per mile, or 145 miles in all—an average, for the three seasons' work, 1909, 1910, 1911, of about 45 miles per year.

For the foregoing reasons it will be seen that the amount of the loan raised in 1910 will not be sufficient to defray the entire cost of the whole of the branch lines, when finished in 1915, and it will be necessary to borrow a further sum of money to complete the several lines.

There is sufficient money in the Bank to the credit of the loan to pay for the work to be performed in the season of 1912, but the Government may consider it desirable to introduce a Loan Bill this session to cover the amount over and above the loan of four million dollars, as no loss will be sustained by reason of our having the money here before it is required, as the local banks pay us the same rate of interest as we pay on the loan.

(2) As to whether the locomotives in use on the lines of railway between St. John's and Carbonear, and between Brigus Junction and Placentia, are sufficiently powerful to ensure regularity of service on scheduled time; (3) As to what cause the irregularity on those lines during the past year must be attributed; (4) As to whether a sufficient number of section men are employed on the several lines of railway to ensure proper maintenance, and to keep the lines of railway open for daily traffic during the winter months; (5) As to how many miles of track are embraced in a section, and how many men are allotted to each section; (6) As to whether in his opinion the Railway Contractors have employed all necessary means to keep the railway lines open to traffic since the commencement of the present year; (7) As to what steps he has taken to acquaint himself of the conditions with which the Railway Contractors have had to contend in operating the railway since the beginning of the present year.

REPLY OF COLONIAL SECRETARY TO SIR R. BOND.

February, 22nd, 1912.
A.—The Government Engineer has not furnished any reports for the past three years on the equipment and operation of the Newfoundland Railway, other than reports of irregularities in train service. He made an inspection in 1909-10, but did not make a report as he had nothing new to report. In 1910-11, he had not time to make an inspection, and the inspection for 1911-12 will be made this Spring.

B.—(1) The Government Engineer has considered the railway fully equipped with rolling stock, but the Company have been building as fast as their plant would permit, and rapidly. It is difficult to lay down a hard and fast line as to the actual requirements, traffic conditions vary so much from those in other countries, and the population served is so small. A good deal of trouble with regard to freight delays was due to lack of proper facilities to handle it at St. John's. This has been rectified to a great extent by enlarging the freight shed. The engine power is being added to by engines of the heaviest type admissible on a 50 lb. rail, and the type of passenger cars and their upkeep is improving. A great improvement has been effected on the Placentia line by the placing upon it of properly equipped train lately, to replace a train the accommodation on which was very justly a cause of frequent complaint. It would appear that the cross-country service has now as many passengers as it can comfortably handle, and with the advent of increased traffic from the branch lines will probably be over-taxed in the near future calling for an increased freight service.

(2) A general rule, the engines used on the Carbonear Branch are the heaviest and best in the service, and sufficient to ensure regularity of service. The engines used on the daily trains, so that the evil result of mixed traffic, now in evidence, may be eliminated.

(3) The principal cause of delay on the Carbonear line for the past year has been the handling of freight in conjunction with passenger traffic, and the delay on the Placentia Railway has been due to the late despatch from Brigus Junction on account of late arrival of train from St. John's, and shunting operations at Placentia, where the station and pier arrangements are of a most awkward character and very hard to operate.

(4) The number of men engaged on maintenance is generally sufficient to keep the railway in safe running condition. There are not sufficient to attend to matters of detail and general appearance of the outfit, such as an English Railway Engineer would require, and which are more or less sentimental as applied to a railway in this country. It is impossible to say what number of men would be required to keep the lines of railway open in the winter months, especially under present conditions, when men appear to be of little service except in the immediate neighbourhood of a push plow.

(5) The Sections vary from 6 to 10 miles for each gang of four men. The Government Engineer is of the opinion that on the whole the Company have done all in their power, considering the equipment at their disposal to keep the railway lines open for traffic. There may be isolated instances in which better results might have been obtained, but generally speaking Mr. Hall believes they are doing the utmost in their power to keep the lines open.

(6) The Government Engineer is advised every day through the Mail Clerks' reports on the conditions, and where these are not available he keeps in close touch with the Company's operations through the Dispatching Office, and all reports of the roadmasters and train gangs are put at his disposal by the Company.

TAKEN TO HOSPITAL.—Yesterday Miss Nellie Roach was taken to Hospital for the removal of a growth on the face. A boy named Martin, of King's Bridge Road, who is also ill, was taken to Hospital.

Dear Sirs.—We wish to inform you that we consider your MIND'S LIMENT A very superior article, and we use it as a sure relief for sore throat and chest. When I tell you I would not be without it if the price was one dollar a bottle, I mean it.

Yours truly,
CHAS. F. TILTON.

Wedding Bells.
A very pretty wedding took place at St. Patrick's Danery, Riverhead, on Sunday evening, the 18th inst., when Mr. Wm. Nolan and Miss Ailcha Farrell were united in the holy bonds of Matrimony by the Rev. Father McDermott. The bride wore a dress of cream silk with black hat was attended by Miss Bride Buckley; the groom was supported by his brother, Mr. F. Nolan, after which the happy couple drove to their future home on Water Street West where the reception was held.

RELEASED AND ARRESTED.—Yesterday a Norwegian who was only released from the Penitentiary in the forenoon after doing several months imprisonment for larceny, was again arrested and placed in the cells. The man was found helplessly drunk on the street.

CUTTING SIDE DRAINS.—For the past week or more the Council have men employed on the streets of the higher levels cutting side drains. This is a very prudent action on the part of the Council, for if a free thaw came suddenly the piles of snow on these streets would melt and flood many of the poorer people's houses if the drains were not cut.

STOP A COUGH AT ONCE
108
Nox a Cold in One Day

If you have a Cough, troubled with Bronchitis, Asthma or any Lung Trouble, get a 25c. bottle of 108 Nox a Cold. You will never regret it. Sold by McMurdo & Co.

ROYAL BAKING-POWDER

Absolutely Pure
Makes Home Baking Easy

No other aid to the housewife is so great, no other agent so useful and certain in making delicious, wholesome foods

The only Baking Powder made from **Royal Grape Cream of Tartar**

No Alum No Lime Phosphates

Uncle Walt
THE POET PHILOSOPHER.

When you have yourself persuaded that this life is stale and jaded, that there's nothing worth an effort underneath the frowning sky, when you've reached the dire conviction that old Truth herself's a fiction, and that all is false and shoddy, then it's up to you to die. When the people bore and hurt you who believe in human virtue, since you long ago decided that all virtue is a joke, when no kind or worthy action brings a glow of satisfaction, you've outgrown the world you live in and it's up to you to croak. When at morn you leave the downy with a countenance all frowny, when you gloom around your shanty like the dame in Mooted Grange, when you can't dig up a cheery greeting for the hausfrau weary, you are slowly decomposing, and it's time you crossed the range. When good motives you'd fight deny, when you fear at all things pious, when your breast's become headquarters for a case of doleful dumps, when you go your journey strewn' prophecies of ruthless ruin, then I guess you're one 'too many.

A Close Out Sale

Men's Negligee Shirts.

We are making room for new goods. These Shirts are all of them worth from \$1.50 to \$2.00 each. Sale price:

\$1.00.

The Young Man's Store.

G. F. KEARNEY. J. M. ATKINSON.
107-108 Phone 726. jan19, eod

First Match on Monday.

We learn to-day that it has been definitely determined to postpone the first match between the city and Windsor teams until Monday evening. Last night thirteen men of the local team were at the Prince's Rink for a practice match, but the ice was not in condition and it was deferred until this evening. The visitors after arrival will have a good rest and will be in first class condition for Monday night.

Dr. de Van's Female Pills.
A reliable French regulator; never fails. These pills are exceedingly powerful in regulating the secretory portion of the female system. Refuse all cheap imitations. Dr. de Van's are sold at 25c. boxes, or three for \$1.00. Mailed to any address. The Sebell Drug Co., St. Catharines, Ont.

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1-2 PRICE Sale

Grand Fancy Embroidered Linens.

Embroidered Pillow Shams or Centre Pieces, worth \$1 00, for 45c.	Embroidered Pillow Cases, reg. 80c. for 40c.
Embroidered Side Board Covers, regular 80 cents, for 40c.	Embroidered Night Dress Bags, regular 80 cents, for 40c.
Embroidered Quilts, regular \$3.50, for \$2.25.	Embroidered Laundry Bags, regular 70 cents, for 35c.

Travellers' Samples of Hair Brushes, Clothes and Hand Brushes, Half Price.
American White Linen, 36 in. wide, suitable for Dresses, Skirts or Blouses, worth 25c., for 13 cents.

White Twilled Sheeting, 27cts., 31cts., 36cts.	White Nainsook, 36 in. wide, fine as Silk, worth 15c., For 12 cents	Travellers' Samples of Silk and Lawn Blouses, Half Price.
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OUR EMBROIDERY Sale is still going on, it has been a great success. Those intending to purchase better hurry up.
A Beautiful lot of Ladies' American COLLARS just arrived from New York.

P. F. COLLINS, 340, 342 and 344 Water Street.

THE NEARSIGHTED OR MYOPIC EYE, GLASSES NEEDED.

THE FARSIGHTED OR HYPERMETROPIC EYE, GLASSES NEEDED.

TRIPLE is the Astigmatic Eye, under which heading comes compound and simple Hypermetropic, Myopic and Mixed Astigmatism. These cause much suffering. Diplopia or double vision and strabismus are also accountable for a great deal of pain and annoyance. The remedy is properly fitted Glasses. Why do you suffer when the relief is so near at hand. Go to

R. H. TRAPNELL, Eyesight Specialist, Water Street.
All kinds of Frames and Mountings kept in Stock. All kinds of Lenses ground at an hour's notice.

Railway Operations.

ANSWER TO SIR ROBERT BOND'S QUESTION.

RT. HON. SIR R. BOND.—To ask the Hon. Colonial Secretary to lay on the table of the House a copy of the Government Engineer's Reports for the past three years on the equipment and operation of the Newfoundland Railway.

Also.—To lay on the table a statement from the Government Engineer as to whether in his opinion: (1) Sufficient rolling stock has been provided by the Railway Contractors to meet the requirements of traffic, and to fulfill their contractual obligations to the Government of this Colony.

DODD'S KIDNEY PILLS
FOR ALL KIDNEY AFFECTIONS
GOUT, RHEUMATISM, BRUISES, DIARRHOEA, GRAVEL, NEURALGIA, MIGRAINE, HEADACHE, AND ALL AFFECTIONS OF THE URINARY SYSTEM.

IF AM WELL, THANKS TO DODD'S KIDNEY PILLS.