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Trenching Shovels,
Maddocks,
D. Handled Spades,
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Resolutions

PASSED BY THE STAR OF THE SEA ASSOCIATION.

WHEREAS, by the death of Rt. Rev. M. F. Power, D.D., the beloved Bishop of St. George's, our country has suffered a great loss;

AND WHEREAS, during the Episcopacy of this illustrious Churchman, ardent patriot and eminent scholar, Churches, Convents, and Schools were erected throughout his vast Diocese, which stand as enduring monuments to his zeal and charity;

RESOLVED, that the Star of the Sea Association places on record an expression of profound sympathy in the loss the Church has maintained by the demise of the beloved Prelate;

AND RESOLVED, that a copy of these resolutions be sent to the relatives of the deceased, and published.

WHEREAS, the demise of our esteemed brother member John Holden, Vice-President of the Star of the Sea Association has occasioned deep sorrow to the members;

AND WHEREAS, the important position of Vice-President of the Society was worthily filled by our late brother for ten years and at the time of his death; his untiring efforts to promote the welfare of the Association are well and favourably recorded;

RESOLVED, that the Society places on record its deep sympathy with the family in their bereavement, and that a copy of these resolutions be forwarded and published.

J. T. MARTIN,
Pres. S.S.A.
WM. F. GRAHAM,
Secty. S.S.A.

To get there and back, safely, comfortably, quickly and economically is the "Chevrolet" record that cannot be beaten by any other car of its size.
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A Trenchant Reply to Mr. Beresford.

Editor Evening Telegram.

My Dear Sir,—I must beg you to give me space in which to protest against the nature of the letter which appeared in some of the papers of to-day from a Mr. Beresford. I do not know why it is, but whenever any citizen dares to raise his voice against prohibition, certain of the prohibitionists think it right to become personal and offensive. And this is what I object to in Mr. Beresford's letter.

He describes my remarks addressed to the meeting on Friday night last as twaddle, characterizes the people assembled as very glib, insinuates that my stand against prohibition is inspired by greed and lust; with unctious pride he declares that I belong to the same profession as his exalted self, professes horror at the frightful example I am setting to teachers and children under my superintendence, and more beside. One can almost picture him in the tabernacle exclaiming: "I thank Thee that I am not as this fellow teacher of mine, greedy, gluttonous, selfish; I fast three days in the week and on the other four days I drink no wine!"

He informs the public—who have known me for well nigh 30 years—that I am a B.A., of the University of London, a teacher of many years' standing and an Anglican Inspector of Schools. What all this has to do with prohibition, I know not, but Mr. Beresford must have thought that in this peculiar way he might lead some of the glib to regard me as a black-leg, whose opinion counted for nothing.

He proceeds, then, to liken the drinking of a glass of ale to ramming a child up a chimney, putting women to work in mines, spitting on the floors of buses and the like. Perhaps I am dense beyond the average but I do not see the likeness. It is cruel to ram children up chimneys, injurious to women to make them work in mines, and spitting in public places is not only a filthy habit, but a danger to public health. I have yet to learn, however, that the drinking of a glass of ale is wrong in the eyes of God or man. Prohibit what is wrong by all means, but why prohibit by brute force that which is not wrong? When Mr. Beresford can satisfy me that the proper use of any of God's creatures is wrong, then I will take my stand by prohibition in relation to it.

Mr. Beresford tells us that some time ago he visited the shipyards of Lord Furness (a friend, I presume) and there found that drunken men could not do as much work as sober men. He need not have gone there to find that out. Everybody recognizes that. But the point at issue is not drunkenness but rather the means of abolishing it. Mr. Beresford knows very well that had prohibition been forced on the British public during the war, the shipyards would have been closed and the war lost. I hope it is unnecessary for me to say that with all decent folk I abhor drunkenness. It is an offence and a sin, as are gluttony, adultery, lying and slander. Where prohibitionists and I disagree is in the means to be adopted in removing drunkenness from mankind. The prohibitionists think that it can be removed in the Prussian way—by force of arms—and I am of opinion that it can only be overcome in the same way as gluttony, adultery, lying and slander and other sins are overcome—and that is by the exercise of a man's free-will. A man who becomes temperate as the result of his own victory over himself is indeed a conqueror, but he that abstains, because his hands are tied, may be a poor creature at best.

I am entirely opposed to the principle of prohibition for reasons that

appear to me sufficiently lofty and I protest against the habit of certain prohibitionists of blackguarding those who differ in opinion from them. Cannot the issue be discussed dispassionately? There are surely two sides to the question and I think both sides should be carefully considered. I cannot here recite all my objections to prohibition, but I dislike it for these among other reasons:

- (1) It is unnatural;
- (2) It is contrary to the Creator's way of dealing with human weakness;
- (3) It imposes on men an unnecessary restraint, leading to resentment, discontent, rebellion;
- (4) It leads to offences that are worse than occasional drunkenness on the part of a comparatively small number of people, that is deceit, fraud, smuggling and disregard for the law of the land on the part of many people.

If Mr. Beresford will reflect, he will conclude that few, if any, of the virtues are comprised in prohibition. It is the application of force. He must be ready to concede that those who hold my views may still be virtuous citizens, and possibly worthy examples to their fellows.

Yours faithfully,
W. W. BLACKALL.
St. John's, March 22, 1920.

Essex,

THE CAR OF THE FUTURE.

Even though you may have never ridden in the ESSEX, you must have heard of its qualities that make it a favorite with both those who have owned light weight economical cars and those who use large costly automobiles. The reason is readily understood. It lies in the fact that ESSEX combines the advantages of both. It is light in weight, moderate in cost and economical in maintenance and operation. Those are the advantages of cars of its weight class. But it also is finely finished. Its endurance matches the costliest cars. In performance very few excel it in either speed, acceleration, nimbleness or hill climbing.

Why not get acquainted with the ESSEX now?

G. G. PHILLIPS,
Distributor,
Phone 507. c/o E. Collishaw's Office,
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Changing Places.

One day an Irishman approached a sentry who was stationed at a magazine gate with strict orders to admit no one.

Sentry. "Halt!"
Pat. "Faith, an' what am I to halt fur?"

"No one allowed in there."

"But, bejabbers, an' I must go. I've a note fur his 'anner the kuddnel."

"No one allowed to go in there without a pass."

"But I tell ye I must go in. Sure, Mr. Anderson himself sent me."

"Can't help who sent you; you can't go in."

"Well, then, you gimme the gun, an' you take the note, and we'll manage foineety!"

We will be glad to mail anyone a "Chevrolet" catalog. Just write or ask. BERT HAYWARD, Watre Street.
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What Do You Think of This?

A grocer whom we asked to buy Del Monte Baked Beans said: "I have a lot of beans in stock which I can't sell and I won't buy any more until I get rid of what I have." Don't you think this grocer is unwise? He proposed to send his customer to his competitor for Del Monte Beans. He admits that his customers won't buy the beans he has, he admits that they would buy Del Monte Beans if he had them in stock, and consequently when his customers want Del Monte Beans they will go elsewhere to get them. What will happen to this grocer if his customers buy ALL their groceries elsewhere?

Colin Campbell, Ltd.

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MONEY SAVING PRICE

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FOR THIS STYLISH ENGLISH RAGLAN

You will wonder how this Raglan could be sold for \$9.75. This is the explanation: They were bought some time ago at a special price. (They would cost more today.)

It is substantially made on roomy lines, and the fullness is controlled by an all-round belt with buckle closing.

It can be relied upon to give decidedly satisfactory service, they present such a smart appearance that they will answer the purpose of a utility coat when there is no danger of rain.

\$9.75

MILLEY'S

TAYLOR'S INFANTS' DELIGHT SOAP.

Sells on its merit. Every one who buys it once becomes a regular user. It's a White Soap—a Toilet Soap.

BAIRD & COY.,
Agents.

JUST ARRIVED — A fresh shipment of Roquefort, Camembert, Chile, Pimento, Limburger, Welsh Rarebit and Swiss Cheese at BISHOP, SONS & CO., LTD., Grocery Dept. Phone 679.
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No matter what kind of an engine or part that you need, whether second-hand or new, write or wire this company for lowest price and prompt delivery. New Champion Sixes and all other makes of engines always available.

J. J. LACEY & COMPANY LIMITED,
CITY CHAMBERS.

The experience of taking a dip in a snow bank is equal to that in the winy deep, declares a Bath (Me.) girl, who recently donned her bathing suit and took out about fifteen minutes, and even then was loath to return indoors. Her friends learned that she was doing and all proceeded to snowbank her and help her to the high banks. She did not experience any unusual shock, she says, and is to try the stunt again. She said she had read a great deal about snow baths and had a desire to take one. Many of her friends are getting up their courage to go in with her next time.