

"Prevention Is Better Than Cure!"

We are asked by the Board of Health to observe the rules now enforced to prevent the spreading of Influenza now raging in our midst. It is therefore the duty of every good citizen to follow as closely as possible the health rules laid down for his or her benefit. One of the most important rules essential to good health is "Keep the Feet Dry." Wet feet are often the cause of a break down in health. Dry feet day by day keeps the Doctor away therefore guard your health by wearing the best rubber footwear, the kind we sell "They Keep Your Feet Dry."

Children's Rubber Shoes.

Anchor Brand.
Low Cut 60c. to 74c. per pair
High Cut 66c. to 80c. per pair
Sizes 3 to 10. Prices according to size.

MISSES' RUBBER SHOES

Anchor Brand.
Low Cut 76c. to 84c. per pair
High Cut 82c. to 90c. per pair
Sizes 11 to 2. Prices according to size.

YOUTH'S RUBBER SHOES.

Anchor Brand—Sizes 9 to 13.
Low Cut 86c. to 94c. pair
High Cut 90c. to 98c. pair

BOYS' RUBBER SHOES.

Anchor Brand—Sizes 1 to 5.
Low Cut 96c. to \$1.04 pair
High Cut \$1.05 to \$1.08 pair

LADIES' RUBBER SHOES.

JOB LINE.

Low Cut 50c. per pair
High Cut 60c. per pair

ANCHOR BRAND.

Low Cut 95c. per pair
High Cut \$1.00 per pair

MERCHANT BRAND.

Low Cut \$1.10 per pair
High Cut \$1.20 per pair
MERCHANT BRAND RUBBER BOOTS \$3.30 per pair

MEN'S RUBBER SHOES.

Job Line.

Low Cut 75c. per pair
High Cut 78c. per pair

Anchor Brand.

Low Cut \$1.20 per pair
High Cut \$1.30 per pair

Merchant Brand.

Low Cut \$1.40 and \$1.50 per pair
High Cut \$1.40 and \$1.50 per pair

MEN'S RUBBER BOOTS.

Anchor Brand \$4.50 pair
Merchant Brand \$5.00 to \$7.00 pair

MEN'S HIP RUBBER BOOTS

Merchant Brand.
Red sole \$5.50
Black sole \$7.20

Marshall Bros

One Kind of Shirking.

By RUTH CAMERON.



RUTH CAMERON

A woman whom I was talking with yesterday said of a certain thing an acquaintance of ours had done, "What a stupid thing to do!" Then she suddenly caught herself up and added "I don't mean stupid, I mean perverse."

At that change I took off my hat to that woman. Not literally, because

it isn't done by my sex, and anyway I didn't have it on, but figuratively. For it meant that she was one of those one-in-ten-thousand people who make an effort to say exactly, and not approximately, what they mean.

I always thought that woman had a first class mind. Now I know it. For, in my opinion, there is no surer hall mark of a really clear, good mind than careful choice of words.

Some Symptoms of the Flabby Mind.

A flabby mind shirks the effort to express itself accurately. The symptoms of this shirking are various. There is, for example, the habit of using one adjective to express everything one likes, and another to express everything one dislikes. For instance we all know the young girl to whom everything she likes is "cute" or "grand" and everything she dislikes "horrid" or "awful" or "mean."

The Use of "Er."

The use of "er" is another symptom of the flabby mind. Occasionally, of course, people use it to fill in while they are seeking for the right word. But more often they simply say it because they are not thinking clearly and distinctly of what they are saying. And if one is searching for the right word, it is much more dignified to do it in silence.

Trailing off into silence with a "you know what I mean?" is another flabby habit. Perhaps your hearer DOES understand but it is a shirker's trick not to find the right word and say it.

Why Slang Hurts.

The bad feature about slang is not so much the fact that it is "unauthorized language" as the dictionary puts it, as that it is picked up, by the unthinking and used here, there and everywhere to take the place of innumerable shades and variations of

meaning and emotion which they are too lazy to attempt to express. Slang is like a crutch used by a normal person until he becomes lame. Or like an indigestible food that has no harm in it except that it usurps the functions of normal digestion and makes the stomach lazy.

We believe MINARD'S LINIMENT is the best:

Mathias Foley, Oil City, Ont.

Joseph Snow, Norway, M.

Charles Whooten, Mulgrave, N.S.

Rev. R. O. Armstrong, Mulgrave, N.S.

Pierre Landers, Sen., Pokemouche, N.B.

N.S.

The Reporter

who "Died

Over There."

give suppliance to inactive muscles.

According to the New York Times' correspondent with the American armies, Don Martin died a death symbolic of the newspaper man's tradition, the kind of death that might have been expected of him. He died not merely doing his duty, but doing more than his duty. Stricken with illness on September 26th, he stayed at the front "travelling long hours along the battlefield in cold and rainy weather" until unable to keep up, then took to his bed and died in two days. He was one of the unnumbered heroes of his profession; he was brought up in the old school that demanded of a man not only a day's work for a day's wage, but work that took no account of health or life, that put "the paper" above all. It was such a standard as that to which Gregory Humes conformed four years ago, when, fatally mangled in a railroad disaster, he saw to it that his paper "got the story" before he died. Most of the men who have paid the last full measure of devotion to that standard have been unknown outside a narrow circle; but Don Martin was known from one end of the United States to the other, and wherever he was known he was loved. His circle of friends ran from Presidents to his professional comrades. Mr. Hughes, in his campaign for the Presidency, speaking at Silver Creek, N.Y., said he was glad to be there because "this is Don Martin's home." His sunny dis-

Butter! Eggs! Cheese!

By Express To-Day,
25 Cases Fresh Eggs
"Extras."

Also,
15 only, 60 lb. Tubs
Pure Butter.

20 Boxes Full Cream
American Cheese.

30 Boxes American
Cheese, Twins.

Cheddar Cheese.

Soper & Moore

Wholesale Importers and
Jobbers.

position, his warm generosity, his up-

standing candour, his unyielding

truth and manliness, made him a man

never to be forgotten where he had

once been known, or thought of with-

out a warming of the heart.

(Q.) What damage was done to that

car?

(A.) Several panes of glass were

broken; the lights in the top

section of the sash were broken right

up, and in the lower section

three panes of plate glass broken:

one double and two singles; the

head lights above were gone. Two

double seats were started out about

an inch from the wall and were split

in the ends in three places. We had

to take them both out and repair them

and put them both back again. One

berth was out of order caused by the

car falling upon the stump of a tree.

The trucks and the wheels of that car

were very good, we had them out and

looked over them. These cars came

in on their own wheels.

(Q.) What damage was done to the

diner?

(A.) She was brought in on her

own wheels. The balloon deck was

stove up at the end, about ten

feet of it. The balloon deck is the

section of the top of the car which is

narrower than the main body of the

car, about four feet five inches wide,

eighteen inches high and runs the full

length of the car. All the wheels and

trucks were in good running order

when they came in.

The truck of the second class car

was brought in five or six days after

the accident. I examined that truck

when it came in. A truck consists

of two pairs of wheels, four oil boxes

and four housings and the body frame

of the truck. The frame consists of

two sides plated with three eight iron

plates inside and outside, six inches

wide, full size of the frame. The

two end beams are four by six. The

beam of the front end of the truck is

cut out three inches deep by two feet

long, and then there is a three-eighths

iron plate four inches wide, about

three feet long put in under the four

by six timber where it is cut out to

strengthen it on the top to allow the

draw bar to swing back and forth on

top of the truck. Two hanger beams,

inch and a half by five, with three-

quarter ends bent to fit the outside of

the truck, come up on the front and

over the top and turn down about an

inch on the outside. That is to carry

the bolster, the spring-board and

the springs. The car sets directly on top

of the bolster.

(Q.) What parts of this truck were

damaged?

(A.) The end beam was broken in

two places where the axle timber

went against it. This was the frame

end beam that was broken. The back

end of the axle timbers butt against

Judicial Enquiry

(Continued.)

Hector Ross, sworn and examined

by Mr. Mews, B.L.

I am the master carpenter with the

Reld Newfoundland Company. I have

been working with the Company off

and on for the last forty years. I re-

member the train which left St. John's

on Monday, the 23rd September 1918

for Port aux Basques. That train in-

cluded a second class car, diner, first

class car, baggage car and two sleep-

ers, and engine. I have two men em-

ployed on the cars when they come in and

before they go out each trip. Those

two men are Legrow and . . .

These men are old experienced han-

ds in the employ. These two men ex-

amined the cars of that train before

it left. These two men passed all the

cars in good order. Four of the cars

of that train came back to me for re-

pairs: These were two sleepers, first

class car and the diner. One truck

of the second class car of that train

also came back to me for repairs; that

was the truck that was left on the

road bed as I understand. I did not

go over to the scene of the accident.

The first sleeper we got in was

the truck.

(Q.) What damage was done to that

car?

(A.) Several panes of glass were

broken; the lights in the top

section of the sash were broken right

up, and in the lower section

three panes of plate glass broken:

one double and two singles; the

head lights above were gone. Two

double seats were started out about

an inch from the wall and were split

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the springs. The car sets directly on top

of the bolster.

(Q.) What parts of this truck were

damaged?

(A.) The end beam was broken in

two places where the axle timber

went against it. This was the frame

end beam that was broken. The back

end of the axle timbers butt against

the hanger bar, which is inch and a

half iron. This hanger bar or beam

was broken at one end. The centre

casting of the bolster was broken

where the king bolt goes through.

The friction block on the outside was

turned right off the bolster at one end,

and one of the bolts which holds it