



(Founded in 1879 by W. J. Herder.)
The Evening Telegram
 THE EVENING TELEGRAM, LTD.
 PROPRIETORS.

All communications should be addressed to The Evening Telegram, Ltd., and not to individuals.

Wednesday, August 13, 1924.

An Eyesore and a Danger

Yesterday we complimented the City Council on the improved appearance of New Gower Street and suggested that the good work should be extended to other parts of the city. There are several sections from which to choose, but none calls more loudly for attention than the Long Bridge and the immediate surroundings. It is one of the busiest parts of St. John's, and it is the most unsightly. Visitors who arrive by train are impressed with the fine appearance of the Railway Station, and passing through it, are at once presented with a view of squalor, signs of decrepancy, and a hopeless struggle going on between teams, cars, and pedestrians attempting to make their way to and from the South Side; and the appearance every now and then of a railway engine or a string of baggage cars does nothing towards lessening the confusion. Above it all they see the stately building of St. Mary's Church, which almost appears as though it had been rudely pushed aside and were preserving its dignity under difficulties.

Long ago the wooden bridge should have been condemned as an eyesore and a danger, and as wholly inadequate to the purpose which it is intended to serve. We speak subject to correction, but our impression is that a sum of forty thousand dollars was once allocated for this purpose, but history saith not why the money was not used or what became of it.

We are informed that the bridge is at present by no means safe, and it is apparent to anyone that it is not capable of handling the amount of traffic which passes over it. The approaches also are in a desperate condition. On one side the railway lines, which should be embedded in cement, project above the surface, and on the other electric light or telephone poles are in the roadway, and the turns in the converging streets are most awkward.

It is a disgrace to St. John's that the only bridge in the business centre is permitted to remain in this condition; it is imposing an unnecessary hardship and risk on the many drivers who are daily compelled to use it, and it is a slight to the congregation of one of the principal city churches.

Time was when the whole of the area between the dock and the Gas works was in a disreputable condition, but with the erection of the railway station many improvements were made, and it only requires a little incentive on the part of the authorities concerned to beautify the whole of it and provide the citizens with proper traffic facilities.

The money which has been expended from time to time on the Long Bridge would have been more than sufficient to replace it with a concrete structure, and before further temporary repairs are undertaken, we would suggest to the authorities the advisability of giving the question of constructing a new bridge full consideration.

You'll be sure to enjoy yourself if you go to the Dance in St. Joseph's Hall on Wednesday, Aug. 13th—aug11.31

Relief of New Melbourne Fire Sufferers.

Rev. B. Mallalieu, Hant's Hr., gratefully acknowledges receipt of the following amounts for New Melbourne fire sufferers:

S. Short & Son	25.00
Samuel Short	5.00
Job Bros. & Co.	20.00
J. J. Murphy	5.00
H. M. Mosdell	5.00
G. Knowling, Ltd.	10.00
Arre & Sons, Ltd.	25.00
R. Heavner	5.00
W. E. Yates	5.00
Rev. H. Johnson	10.00
Peters & Sons	10.00
John Maunder	10.00
Jas. Baird, Ltd.	20.00
Dicks & Co.	20.00
Royal Stores	10.00
Sir R. A. Squires	5.00
A. Mews	5.00
Bowring Bros., Ltd.	5.00
J. A. Paddon	10.00
P. H. Steer	5.00
A. E. Hickman Co.	20.00
Blackwood, Emerson & Winter	1.00
Friend	1.00
S. T. M.	5.00
W. J. P.	5.00
Marshall Bros.	5.00
P. T. Palfrey	5.00
S. Elliott	1.00
I. C. Morris	2.00
Mrs. M. Pitts	15.00
Dr. J. Alex. Robinson	5.00
Amount already acknowledged	50.00
By W. W. Hallyard, M.H.A.	\$356.50

Traffic Regulations

Following the line of action taken for all out-door events the past season, the Inspector General has made traffic regulations for to-day's Garden Party Regatta at Quidi Vidi, which drivers of vehicles would do well to peruse. No motor car or other vehicle will be permitted to park on the Quidi Vidi Roads (North or South) except on lake side of these roads. No motor car or other vehicle will be permitted to go East over the North Quidi Vidi Road between two o'clock and the time the last race is finished. No motor cars or other vehicles will be permitted to park on the Boulevard between 2 and 5 o'clock. If these regulations prove as successful as all others the past season there will be no fear of any accidents to vehicles or pedestrians.

Farewell Week of Giuseppe Caruso

Reference to the ad. on another page will be seen that Mr. Caruso has in preparation for Friday night (when he will bid adieu to the patrons of this popular theatre) a most high class musical programme, consisting of five different numbers, and no doubt this talented singer will afford a feast of singing that we have not heard for some time, and one that will surely appeal to all lovers of music. Among the selections are "Questa O Quella," from Rigoletto, "Recondita Amani," from Tosca, and "Vesti La Giuba," from Rigoletto. Since his arrival amongst us four weeks ago, Mr. Caruso has been accorded high ovations on his singing, as we probably have not heard his equal in this city for some time, and as a mark of appreciation of this kindness he will on Friday night give "all that is in him."

St. Joseph's Regatta

St. Joseph's Garden Party and Regatta takes place at Quidi Vidi Lake this afternoon. An excellent programme of boat races has been arranged and everything now points to a successful and enjoyable day. A dance will be held in St. Joseph's Hall at night.

Personal

Mr. Archibald Sheppard, accompanied by his wife and grand-daughter, are at present in the city on a visit to friends and are staying at 93 Pennywell Road. Mr. and Mrs. Sheppard are natives of Hr. Grace, but now reside in Everett, Mass., where Mr. Sheppard has been engaged in construction work for the past 25 years. They are spending an enjoyable vacation.

Published by Authority

His Excellency the Governor has been pleased to recognize Mr. George H. Barringer as Vice Consul at St. John's for the United States of America.

Dept. of Colonial Secretary, Aug. 13th 1924.

"Saturday Night"

WILL BE PUBLISHED SHORTLY.

"Saturday Night," the well known weekly, which ceased publication some time ago will, we understand, within the next couple of weeks, make its appearance again, under the management of Mr. T. J. Foran, who also assumes sole ownership.

Government Engineer Reports

ON RECENT TRAGEDY AT BELL ISLAND.

Office of the Govt. Engineer, St. John's, Newfoundland, Aug. 2nd, 1924.

W. J. Walsh, Esq., M.H.A., Minister of Agriculture & Mines.

Sir—I have to report that I was advised by telegraph late on Saturday 19th ult., that an accident had happened at the Dominion Pier at Bell Island, that evening, by which Robert Yetman of Bryant's Cove, married, aged 50, was killed, Patrick Walsh of Capla seriously injured and several others slightly injured.

I opened an enquiry on Monday 21 took some evidence and adjourned until the debris was cleared off to enable me to make an inspection of the seat of the accident. I resumed the enquiry on Monday 28th ult. In all thirteen witnesses were examined.

The Dominion Pier is used principally for the discharge of coal for the plant and for loading ore into vessels.

The ore loading tower is flanked on East and West by coal pounds. These coal pounds have timber fences on the water side with a space between the fences and the edge of the pier about 12 feet wide, which is occupied by a light railway track. The fence to the East of the Tower collapsed without any warning whatever and fell outwards on the top of the deceased workman and the others that were injured. The fence was 9 ft. 6 in. high and 70 feet long, composed of timber sheeting nailed to and supported by 12 upright posts two of which measured 9" x 9" and the rest 8" x 8". These posts ran down into the cribwork of the pier at a depth of 4 feet below deck level and were securely fastened and stayed below this level but not above it, where stays would have interfered with the operations of coaling. These posts broke off at deck level and there was no yielding whatever below that level.

The fence was built out of first hand timber in May 1923, and replaced a fence which was one foot higher and had round timber supports 6" to 8" in the top and flatted on one side, so that it was a weaker fence than that which collapsed and it had been in use for a number of years. It bulged somewhat under its load but the reason why it is said to have been taken down was reconstruction of the cribwork on which it stood. However, on account of this bulging it was decided to decrease the height and to use stronger uprights, and it is stated that no bulging took place in this new fence and that it stood on the day that it collapsed as perpendicular and straight as when constructed 14 months ago. No plans were provided by the management for the new fence, the excuse offered being that it was only a reconstruction job, and it was entrusted to Mr. Colbourne, the Pier Foreman, since left the Company's service. The coal is generally heaped up till it is about to flow over the top of the fence and all further coal discharged is placed on the inside of the pile and flows down into the deck level as there is no fence on the land or inner side of the pile. No coal had been dumped on the side of the accident on the outer slope as the pound had previously been filled up to within a few inches of the top of the fence. The highest point of the coal was 23 feet above deck level. Several witnesses said that they have seen it higher by several feet on other occasions. The coal delivered in the pound was brought ashore in buckets by a land crane. A light staking had been erected over the track where three men stood to discharge coal put ashore in buckets by the ship's tackle. This discharged through a hole in the staging into coal cars running on the track. Robert Yetman and all the others injured (except two who were on the staging) were engaged filling and trimming these cars.

The accident occurred at 3.15 p.m. The bucket discharging into the staging was in mid-air and the other bucket was in the hold of the vessel. No one that I could discover was watching the fence when it fell, nor would anyone say that it gave the slightest warning, but it fell with extraordinary suddenness and came all together as one witness described like the closing of the lid of a box, so that there was no possibility of escape for the men. The presence of the cars prevented a much greater disaster as they held up the fence and the sliding coal off those that escaped with slight injuries. Yetman unfortunately sustained fractures of the spine and chest wall while Walsh had two ribs and a collar bone broken and it was feared pneumonia would set in; but that danger is now averted and he is on the way to recovery. The others received more or less severe bruises and wounds which are doing well.

I found it extremely difficult to pass judgment upon this accident. I sought in vain for some unusual accidental happening that would be likely to bring a sudden strain on the fence and cause its instantaneous collapse without the slightest preliminary warning. If such existed it would be eminently to the interest of the Company to produce evidence of it. Neither bucket was near the fence

and the coal was not being dumped towards the fence, but away from it, and no bucket of coal took place prior to the accident. The fence had previously carried heavier loads and was a stronger fence than had previously existed for years.

Of possible causes, the recent dredging of the steamer berth might have disturbed the wharf, but investigation shows that the dredge removed only what ore and coal had fallen overboard, when ships were loading and unloading and the wharf was not disturbed in line or level and no displacement of the crib timbers could be detected. Another possible cause would be a surging of the steamer against the pier, but the sea was quite calm and nothing of this sort occurred. The facts already stated preclude all possibility of the fence being started by contact with the bucket. On my first visit I secured one of the broken posts. The wood was damp, there were distinct traces of incipient wet rot and the fracture was short and showed very little fibre. The remainder of the posts which I examined on my second visit after they were extracted were all sound and gave a fibrous fracture; and a re-examination of the first mentioned post showed a much improved appearance due no doubt to exposure to sun and wind. Supposing this one to have yielded in the first instance, one would naturally expect a slight interval of time to elapse before the adjoining posts yielded, and so on throughout the length of the fence and thus giving warning; but the evidence is very convincing that the whole fence fell bodily and instantaneously. It has been suggested that the moisture and acids in the coal softened and injuriously affected the timber, but, if so, how did the previous fence survive this action for a number of years?

Coming now to the calculation of the strength of the fence and the strain put upon it by the coal as piled and using the usual assumption, I find that the 8 x 8 posts were subjected to an extreme fibre stress of 2211 lbs. per square inch. It is not good practice to impose a greater load than 1000 lbs. per square inch, although this is only one tenth of the breaking stress of a well conditioned straight felled piece of spruce free from knots and shakes.

Knot practice was, therefore, exceeded by the Company in piling the coal so high and, in the absence of anything else having occurred outside the control of the Company that could account for the fall of the fence, they must bear all responsibility for this accident.

The fence now being erected comes well within safe limits. I have the honour to be, Sir, Your obedient servant, (Sgd.) T. A. HALL, Government Engineer.

"The Strollers"

SPEND ENJOYABLE OUTING.

Last evening the "Strollers," and their lady friends spent an enjoyable outing which took the form of a basket party, at a farm on the Topsail Road. During the evening a challenge football match was played, the "Monroe" team winning by one goal. After supper had been served the party went by motor bus to Donovan's, where the election of officers was held and the constitution drawn up and adopted. An informal dance followed which was greatly enjoyed by all; the music being supplied by Mr. J. H. Jardine, piano; Mr. Penman, Banjo; and Mr. G. Walsh, Drums and Effects.

The following are the officers for the ensuing year: President—T. V. Hartnett. Vice-Pres.—C. C. Duley. Hon. Secy.—Jack Patterson. Hon. Treas.—J. de B. Arnaud. Executive Committee: Ron Martin, Edgar Bowring, H. R. Brooks, Ralph Herder and Harold Macpherson.

Female Marauders.

Last night several girls climbed the fence surrounding the residence of Mr. W. J. Edgar, on Rennie's Mill Rd., and deliberately destroyed the flowers and shrubs in the garden. These marauders were not by any means youngsters, nor were they prompted by a desire to obtain a few blossoms. Their motive was the same as that of the felon tribe which destroy only for the pleasure of destroying and it is quite time they were taught a lesson. Citizens who beautify their premises at considerable cost and labor are sorely prompted to take drastic measures with such offenders, and who would blame them?

MOTOR CAR STOLEN.—A motor car, owned by Ernest Reid, Young St., stolen from in front of his residence last night, was located on Flower Hill this morning, badly damaged.

Cuticura Talcum

Is Soothing For Baby's Skin

Band Concert.—Last night Mt. Cashel Band gave another delightful band concert in Bannerman Park. There was a large attendance.

TO-DAY'S MESSAGES.

AIRMEN TAKE OFF TO-MORROW.

Gertrude Rask, the Danish supply ship of the United States round the world aviators, arrived last night at Angmagssalik, on the coast of Greenland. Major Cummings reported this morning that the supply ship which broke the ice pack yesterday, from which she had been imprisoned since last Tuesday, found the harbour of Angmagssalik clear of ice and weather conditions improved. On receiving the news from the Gertrude Rask Lieut. Lowell H. Smith, commander of the flight announced he and Lieut. Eric H. Nelson would leave Reykjavik on the next day of their trip on Thursday if the weather permitted a take-off.

ALL WELL ON THE ARCTIC.

QUEBEC, Aug. 12.

A radio message received by the Canadian Westinghouse Company at Pittsburgh and relayed to this city is to the effect that the latest communication with C.G.S. "Arctic" brings news that Captain Bernier, his officers and crew and members of the scientific expedition are all enjoying the best of health and that good progress has been made.

PEPPY'S BEHIND THE SCENES.

Aug. 12th.—Coming from Manuel's this morning with Povey, who did take me there last night to stay with him, am shaken high to pieces all most, by the bad state of the road. Indeed, I have seldom seen it in worse shape, being full of pot holes from Topsisail to St. John's and no repairs being made anywhere, so it seems. As soon to lunch with the Motor Association Committees, where a report made of the Road Commission, their work, and do appear how they have little or no money for the roads this year so few repairs to be expected. And to the House where the Liquor Bill passes Committee, and is the first time this year that the House sits in the night, not concluding till midnight. Much opposition to the Bill which passes Committee on a party vote, and so endeth Prohibition.



Wedding Bells

MILLER-BISHOP.

A very pretty wedding was solemnized at the Church of England Cathedral yesterday morning when Mr. John Bishop led to the altar Miss Amy Miller, the ceremony being performed by Rev. J. Brinton. The bride entered the Cathedral leaning on the arm of her father, Mr. Arthur Miller and was attended by her sister Miss Alice Miller and Miss Rose Ivany while the duties of best man were capably performed by Mr. Graham Crossman. After the nuptial knot had been tied a reception was held at the residence of the bride's mother, after which the happy couple motored to points in Conception Bay on their honeymoon trip. The Telegram joins in wishing Mr. and Mrs. Bishop many happy years of wedded life.

The most beautiful skin needs the protection of pure soap. For simple cleanliness is the basis of all beauty. Ivory Soap cleanses perfectly and its natural fragrance is delightfully pleasing.—adv.t.f.

Government Boats

Argyle left Flat Islands 5.15 p.m., yesterday, outward.

Clyde left Nipper's Hr. 3.30 p.m., yesterday, inward.

Glencoe at Humbermouth.

Kyle no report arriving at Port aux Basques.

Malakoff arrived Port Blandford 8.20 a.m., inward.

Meigle left Twillingate 2.45 p.m., Monday, going North.

Portia left Pushthrough 6.30 p.m., yesterday, coming east.

Prospero sailed North at 10.30 a.m. Sagana on her way to Humbermouth.

Sebastopol arrived Argentea 3.30 p.m., yesterday.

The Bay Bulls Garden Party will be held on the 17th of Aug. It will surpass all former occasions. Keep it in mind. aug.41.5

Shipping

S.S. Sablo I. sails from Boston today and is due here on Sunday night.

S.S. Leagar County sails from Charlottetown probably on the 16th inst.

S.S. Rosalind is due here on Thursday forenoon.

This is the last week to secure a ticket in the Kilbride Derby Sweep. They may be purchased at the different stores and at Cash's Tobacco Store up to eve of drawing.—aug11.31

One of the Most Popular TEAS Sold in Nfld. Baird & Co., Ltd., Agents.

Blue Bird Tea
 Brings Happiness

Here and There.

Don't forget the Big Dance in St. Joseph's Hall on Wednesday night.—aug11.31

THE TRAINS.—Yesterday's west bound express left Quarry 8.15 a.m. No report express leaving Port aux Basques account wire trouble. The local Carbonate train was due to arrive at 12.35.

Big Sale of Ladies' & Misses' Hats.—Marvellous values. Prices 98c., \$1.49, \$1.98, \$2.49 and \$2.98. Come early and get your pick. Hundreds to choose from. RONALD CHAFFE, opp. Railway Station.—aug.61

MARRIED.

Yesterday morning, at the C. of E. Cathedral, by Rev. J. Brinton, Mr. John Bishop to Miss Amy Miller, both of this city.

DIED.

Passed peacefully away at 8.30 yesterday morning, at his residence, 184 Water Street West, after a lingering illness, Bridget Joyce, aged 58 years, leaving husband, three daughters, two sons, one sister and two brothers to mourn their loss. Funeral on to-morrow (Thursday), at 2.30 p.m. New York papers please copy. Passed peacefully away this morning the 13th inst., at Macklin Place, Lawrence Ewart G. Winsor, son of Mrs. E. A. Winsor, aged 23 years, 11 months, leaving a mother, one sister and three brothers to mourn their sad loss. Funeral takes place at 3 p.m. to-morrow from his late residence "Olive House," Macklin Place.

IN LOVING MEMORY

of Walter George Herald, who departed this life, August 13th, 1916. Often you linger by my side, When all the world turns dark to me, Again the little boy that died But robed in immortality. Faith would I touch by spotless soul, Partaking of the peace that's thine And learn this fruitful life to walk Forever with thy hand in mine.

IN LOVING MEMORY

of my dear husband, Charles H. Peters, who was drowned in Quidi Vidi Lake, August 27th 1919. R.I.P. "Days of sadness will come o'er us, Tears in silence often flow; For memory keeps you ever near us Though you were drowned five years ago."—Inserted by his wife, M. Peters.

IN FOND AND LOVING MEMORY

of our darling mother, Mary J. Whitten, who entered into rest August 13th, 1921. In our hearts we mourn the loss of her we loved so dear. What would we give to clasp her hand her gentle voice to hear. Her loving smile and welcome voice that where so dear to us, She's resting now in Heaven above, In God alone we trust.—Inserted by her children.

NOTE OF THANKS.

Mr. and Mrs. Robert Perchard, 37 Bamberick St., wish to sincerely thank all kind friends who helped them in their great trouble on the death of their son Willie Perchard, especially Rev. Father St. John, whose painful duty it was to break the news to his broken hearted father; also the Rev. Fathers Sumner, Kennedy, Flynn, Savin, Finn, of Holyrood, and Pippy for expressions of sympathy; the Christian Brothers of the Holy Cross school, Brothers Albert, Basil, also the Nuns of St. Patrick's Convent, the Rev. Mother and all Nuns included. Hon. Mr. Woodford, Minister of Posts and Telegraphs, all the officials of the Post Office, Mr. and Mrs. P. Breen, N.Y., Mrs. Murphy and family, Capt. and Mrs. Heardon, Sergt. and Mrs. Kavanagh, Mr. and Mrs. Peter Murphy, Mr. and Mrs. Patrick Mullins, Mr. and Mrs. C. Pico, Mr. R. Power for telegram of sympathy, Mr. and Mrs. M. M. Jackson and Mr. M. Kennedy, Trepassay, Portlough Cove South, Mrs. Patrick Hartley and sons, Mr. and Mrs. Lawrence Coombes, Mr. and Mrs. Michael Molloy, Mr. and Mrs. Sam O'Leary, Misses Nellie, Annie and Beale Hartley, and all of the kind friends who in any way helped us, and any whom we may have overlooked, we wish to thank them one and all; a special word of praise to those on the vessel who prepared his body for burial, who tended him so carefully and with such care. May God bless one and all is the fervent wish of his heart-broken father.

NOTE OF THANKS.—Mr. John Chafe of Petty Harbour wishes to thank the Rev. Canon Field, Drs. Keegan, Fox and Gaynor, the Matron, Miss Taylor and all sisters and nurses for their sympathetic care and attention and for the many kindnesses shown to him while he was an inmate at the General Hospital.

WANTED.—A Young Man for Parts Dept. apply DODD'S GARAGE, LTD., Ford Distributors. aug12.35

The Ideal Summer Talcum

Three Flowers talc is the choice of discriminating ladies all over the world. Its fragrant odor—its refined lily—just powder and its many other distinctive qualities make Three Flowers talcum particularly appealing during summer's warm days. If you wish to use the best talc, be sure to try Three Flowers. Obtainable at any drug or department store.

Gerald S. Doyle
 Sales Agent.

NOTICE.

Tenders will be received by the undersigned up to the 15th day of August, 1924, for the purchase of the whole or part of certain pulpwood belonging to the Government of Newfoundland as it now lies at various places in the Districts of St. George, St. Barbe, Twillingate, Bonavista and Trinity.

A general idea of where this wood should be found can be obtained by application to this office, but the undersigned is not prepared to guarantee to deliver any particular quantity or quality of wood.

Tenders should state the price per cord offered and the location of the wood required.

Terms of payment: Cash on delivery of Scaler's report to purchaser.

The highest or any tender will not necessarily be accepted.

W. J. WALSH,
 Minister of Agriculture & Mines,
 Dept. of Agriculture & Mines,
 St. John's, Newfoundland,
 July 14th, 1924.
 July 14.31

Carnations

Sweet Peas

assorted

Cut Flowers

and

Fresh Tomatoes

The

Valley Nurseries,
 Limited.
 Phone 1513 St. John's West.
 June 16, m, w, f

Keep Your Beauty

If Summer Sun plays havoc with your complexion our

Lemon & Vanishing Creams

will quickly restore it.

These are two dainty creams that will improve the skin and keep it in perfect condition.

You use the LEMON CREAM at night, and the VANISHING CREAM in the daytime.

TRY A CROCK.

Price 25c. each.

Dr. Stafford & Son
 aug.12.31 Theatre Hill.

RATES OF PILOTAGE

Fixed by the Board of Commissioners for Bay of Islands under the provisions of Section 8, Cap. 179, Consolidated Statutes, Third Series, and amended by His Excellency the Governor-in-Council on the 5th August, 1924.

J. R. BENNETT,
 Colonial Secretary,
 Dept. of the Colonial Secretary,
 August 5th, 1924.

The rates for Piloting Vessels in and out of Bay of Islands shall be as follows:

New Measurement.

On vessels under 80 tons.	Rate
On vessels from 80 to 100 tons.	10.00
On vessels from 100 to 120 tons.	12.00
On vessels from 120 to 160 tons.	15.00
On vessels from 160 to 200 tons.	20.00
On vessels from 200 to 240 tons.	25.00
On vessels from 240 to 280 tons.	30.00
On vessels from 280 to 320 tons.	35.00
On vessels from 320 to 360 tons.	40.00
On vessels from 360 to 400 tons.	45.00
On vessels from 400 to 500 tons.	55.00
On vessels from 500 to 600 tons.	65.00
On vessels from 600 to 700 tons.	75.00
On vessels from 700 to 800 tons.	85.00

Over that size—per every 100 tons additional 10.00

No sailing vessel to pay more than 10.00

And no steamer more than 10.00

And 15 p.c. on above rates additional.

Steamers shall pay pilotage on their tonnage, as in case of sailing vessels.

Steamers employed in fisheries of the Colony shall exempt, except when on foreign voyages.

Coastal steamers shall also exempt.

Subsidized mail steamers, in connection with the Colonies shall pay on the horse power, the rate of eight cents for each horse power.

All coasting vessels which may take pilots to pay one-half of the above rates of pilotage in proportion to their tonnage.

The above scale of pilotage shall be payable on the registered tonnage of all such vessels, ascertained before going out of the harbour.

aug12.31

"GOODFORM" HAIR NETS.

"THEY FIT."

Made from the highest quality of human hair. These nets are carefully selected as to work, finish, shape, color, size and quality. In fact they are the highest grade of hair nets obtainable.

Double Mesh 2.00
 Single Mesh 1.50

PETER O'MARA,
 THE DRUGGIST,
 THE REGAL STORE.

St. JOHN'S
 Grocery Stores

Pickled Meats
 at Lowest Prices

Bologna Sausage.
 Sliced Tongue.
 Sliced Corned Beef.
 Choice Ham Butt Pork.
 Choice Fat Back Pork.
 New Family Beef.
 New Spare Ribs, superior quality.
 Staple Strong Pickles and Chow.
 Best Grade Canadian Butter.

TURNIPS.

SELECTED FRESH EGGS

J. J. ST. JOHN.

Duckworth St. & LeMarchant Road.

STEAMER CONNECTIONS.—Passengers leaving here by Thursday morning's train will make connection with S. S. Forts at Argentea for usual ports of call between Argentea and Port aux Basques.

St. Joseph's Garden Party Regatta will close with a Dance on Wednesday night, so bring your friends along.—aug11.31