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MONTREAL

Collision in the Fog.

STEAMER EGYPT, 5000 TONS, SUNK ON FRENCH COAST.

BREST, France, May 22.—38 persons are missing and 242 were saved of those who were on board the British steamship Egypt when it was sunk off the coast of Ushant on Saturday night by a collision with the French steamer Seine.

Among those missing are Mrs. M. J. Sibley and Miss V. M. Boyer, whose home address are known here. It is possible that some of the missing may have been picked up by the steamship Cap Iracon in addition to those which came here by the Seine, which brought 29 passengers, 200 of crew and bodies of 20 dead.

The Cap Iracon was nine miles from the scene and replied to the distress signals with the assurance that she was speeding to the spot. According to the Egypt's purser the ship floated only about twenty minutes after her plates were crushed in by the Seine. The captain of the Egypt is among the saved. Some of those rescued charge that the Indian sailors on board the Egypt took to the lifeboats immediately the vessels crashed, so that a large number of the passengers and crew had to shift for themselves. Those who jumped into the sea and who could swim scrambled about for bits of wreckage to which they might cling. Many of these were rescued. They floated about in the fog after the Egypt went down, calling for help. The sound of their voices directed members of the crew of the Seine in small boats, who were patrolling the sea, picking up both living and dead.

In some instances the rescuing crews came upon persons clinging to bits of wreckage who let go and sank as aid for them was at hand. The small boats on numerous occasions sought vainly in the fog to locate persons lifting cries of distress. Among the known missing are the doctor and chief engineer of the Egypt. The Egypt was a vessel of 5,000 tons. The Seine was bound for Havre when the disaster occurred.

The captain of the Seine says he was listening for fog horns and proceeding at the slow speed of five knots. Suddenly a great steamer emerged from the fog. It struck my ship and tore away the forward works and moved on at great speed. I immediately ordered our engines reversed. I saw nothing further, but then I began to hear cries of horror that told me of a catastrophe. I went in search of the stricken vessel in the fog and darkness. I found her in twenty minutes. She lay on her port side, ready to turn over.

The Egypt, he declares, was not moving at the time of the accident on account of the dense fog, sounding her siren continuously. Suddenly there came the warning shriek of the siren on the Seine, and the latter loomed up out of the fog and darkness and struck the Egypt amidships. The dinner gong was about to be sounded on board of the Egypt. Many of the passengers and most of the men were on deck.

The shock threw persons into the sea, others jumping, and a number went down with the ship, which sank in 20 minutes. The Egypt was rammed amidships on the port side.

At the crash there came a terrible confusion on the stricken vessel. Four or five boats were all that could be lowered, because of the list of the vessel, and many persons jumped overboard, fearing to be drawn down with the Egypt. There was no one on board when the vessel took her final plunge, he believed.

Mrs. M. L. Sibley and Miss U. M. Boyer were missionaries from the United States bound for India.

Best Results

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DYEING or TINTING use

DY-O-LA DYES

The kind of dye Professional Dyers use.

Wheat Can be Profitably Grown.

Editor Evening Telegram.

Dear Sir.—The article regarding agricultural possibilities published April 12th was very interesting, and being a Newfoundlander and also a farmer, would like to express my opinion on said article. It stated that wheat and sugar beet could be grown, but not profitably. Why not?

The figures giving the cost of production is over estimated, also the yield, and the price of wheat is under estimated. I think the writer is mistaken in saying that it will cost \$150 to clear an acre of land. The rough land of the Dominion is not any worse than that of Minnesota, U. S. A., and it costs \$35 to clear an acre and labor is higher in America than in Newfoundland. Clearing land should not cost any more than \$30 an acre with the proper implements to do the work with. I can remember my father paid \$20 to have an acre cleared and plowed on his land in the Goules about twelve years ago. Plowing, harrowing double, and sowing will cost about \$4.50; the fertilizer about \$10, the seed certainly won't cost \$3.75 if bought in the right place, and no graft connected with it, as it can be bought for a few cents above the market price, and if no duty is charged, won't cost over \$2.00. The harvesting, shocking and threshing will cost around \$3.10 depending on yield, and there is no reason why wheat can't be grown at a fair profit, providing the proper implements are used the same as in Canada and U. S. Those implements are costly and to get a fair return from the investment a farmer would have to grow one hundred acres of wheat, or five or six farmers have them in partnership and grow ten to twenty acres each. With the present line of implements it would cost what the writer stated in his estimates. It is important in wheat growing to be able to speed up, to get it in early, just as soon as frost is out a few inches, and harvest it at the proper time, as it will shell out and the farmer will lose two or three bushels per acre. If I were going to grow wheat I would try a winter wheat, as the springs are late and winter wheat would be fifteen days earlier than spring wheat, and yield more. The farmers will have to grow more oats and hay to cut down the feed bill, and reduce cost of production. Oats should be sown as early as wheat and sow about one and a half bushels to acre depending on soil conditions. The Agricultural Department Model Farm should try 10 acres of wheat for the crop of seed and distribute it among the progressive farmers; and if properly worked in a few years flour mills can start operations. I am coming back to the Dominion to farm in the near future and going to specialize in wheat, oats and stock breeding. I had anticipated coming this Fall, shipping my stock and machinery but could not get the necessary information I wanted. If crops turn out good I will come out and look over the country and find a location. I would like to have a copy of the 1921 report of Agriculture Dept. Mr. Sam Ruby was very kind to send me a copy of the 1920 report. This is my opinion regarding the wheat proposition and would like to hear from someone better posted than I. I hope that something will materialize out of all this discussion. Someone start something that will help the Dominion to be independent. Thanking you Mr. Editor for this valuable space.

Yours truly,

A FARMER.

Halliday, North Dakota, May 15, 1922

Marriage Difficult.

Marriage in Germany for the average man is fast becoming extremely difficult, or quite impossible, according to figures given the United Press by Frau Lang, wife of the German charge.

The spectacular slump in the mark—down past the 300 to the dollar figure—has made living conditions in Germany very serious and now some of the results, according to Frau Lang, are:

It takes a day's labor or more to pay for a pound of coffee or tea. (Coffee, not beer is the German national beverage.)

It takes half a day's work to buy a pound of wurst or a pound of good roast beef.

It takes about two months' work to pay for a very ordinary suit of clothes.

Butter per pound is about three-fourths of a day's work.

Milk is next to impossible to obtain and then it costs 7 to 8 marks—double what it cost last summer and fifty to sixty times what it cost before the war.

Coffee is up about 70 times above the pre-war price.

"These are some of the things that stare the would-be bridegroom in the face," commented Frau Lang.

"Of course, folks do still marry in Germany, but they've got to live with their 'in-laws' or else be content with about one room, for there are no dwellings to be had; building hasn't been undertaken since the war."

Just Arrived: Baseball Fielders' and Catchers' Mitts, Bats, etc., at BISHOP, SONS & CO.'S Hardware—may 26, 28

**TOM MIX**
in
The Big Town Round-Up

Story by W. A. Good Raine
Directed by Lynn Reynolds

Bicycle Driver Falls Among Crowd.

On Whit-Monday, May 27, 1922, before a crowd of spectators, Albert Huggins Koppel, better known as Professor Cyril, met his death. For several seasons Cyril had entertained the holiday makers on the West Pier at Brighton, the principle feature of his various feats being a bicycle dive into the sea. From the high platform he had descended the sloping course about half-way, when, through a sudden sidleslip he fell with the machine amongst the people on the deck of the pier some fourteen feet below. Strange to say, no one in the crowd was injured, but Cyril himself, sustained terrible injuries to the head, from which he expired a quarter of an hour later. The feat, which he had performed hundreds of times before was thus carried out. Mounting his bicycle at a height of about twenty feet, he would, as he descended a sloping plank about four feet in width, gain considerable momentum, and after shooting some distance out into space, dive to the water, releasing himself just as he reached the surface.

Rod and Gun.

A number of notable features are contained in the June number of Rod and Gun in Canada. George L. Catton, a Canadian short story writer of prominence, contributes "Flapjacks," a short story masterpiece. There is an article entitled "Shore-bird Migration Along N.S.," by that famous naturalist, Bonnycastle Dale, while Robert Page Lincoln contributes "Random Casts," in addition to his usual Fishing Notes department. The Guns and Ammunition department in this issue is perhaps the big feature. It is an unusually liberal one, containing a wealth of material which will be relished by all who read it. The Kennel Department resumes with this issue, under the editorship of Frank H. Walker, of Windsor, an authority on dogs, and one of Canada's leaders in kennel circles. A Bryan Williams contributes his usual hunting notes in B.C., and there are other features which go to make up a well-balanced, attractive magazine, which will be found particularly interesting to all. Rod and Gun in Canada is published monthly at Woodstock, Ontario, by W. J. Taylor, Limited.

Invented Railroad

Tickets. Thomas Edmondson, an Englishman, deserves our thanks. It is not very amusing to stand in a queue at the railway depot waiting for your ticket, but your wait would be far longer had not Edmondson invented the ticket printing machine.

Previous to this invention, a paper ticket had to be filled up by hand for each passenger; in still earlier days the name and address of a passenger was entered in a book. What a slow process it must have been.

It is pleasant to be able to record that, unlike some inventors, Edmondson profited fairly well by his discovery. For a license to use his patent he charged yearly \$3,000 per mile of railway. Thus he did not, as people say, "do badly."

"REG'LAR FELLERS"

(Copyright 1921 by George Matthew Adams—Trade Mark Registered U. S. Patent Office)

NOW REMEMBER WHEN THE COMPANY'S AT THE TABLE, DON'T YOU HOLLER FOR A LEG OR A WING! THE COMPANY COMES FIRST!



WELL, FOLKS, DINNER IS SERVED! I'M NOT MUCH OF A COOK SO YOU'LL HAVE TO MAKE THE BEST OF IT!



AND WHAT CAN I HELP YOU TO JIMMIE?



JUST! GIMME A FEW FEATHERS POP!

**THE EVER-WELCOME "TOM MIX" IN HIS LATEST FOX PRODUCTION**

ENTITLED

"THE BIG TOWN ROUND-UP."

A picture said to abound in nerve-tingling adventure and wholesome humor.

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Are made all in one piece.

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Have heavy double sole—runs all the way under heel.

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4th—Excel Boots

Have 8-ply heavy tire tread sole.

5th—Excel Boots

Have 5-ply uppers to prevent chafing.

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Are made of pure live rubber, soft and pliable.

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By Gene Byrne