



BABY PEGDEN.

## Astonished at Improvement after Pneumonia.

Mrs. Pegden, 58, Knowle Road, Brixton, says: "My boy at the age of nine months had a very serious illness (pneumonia and inflammation of the bowels). He was too ill to take milk, and being advised to try Virol we were immediately astonished at the improvement shown. You will see by his photo what a fine bonny little chap he is now (3 years old), and whenever he is run down we immediately fly to Virol. It has, I consider, saved many a doctor's bill."

# VIROL

In Measles and Whooping Cough, Virol should be given to children of whatever age. Virol increases their power of resistance and recovery, and strengthens them against dangerous after-effects.

VIROL LTD., 152-166, Old Street, London, E.C.

**T. I. EDENS - - - Agent.**

## Newfoundlanders and Hawick.

From a recent Scotch paper we glean the following in reference to the Nfld. Regiment:  
Lieut. L. C. Murphy, of the Newfoundland Overseas Contingent, presently stationed at the Lothian Infantry School, Edinburgh, spent a few days at Hawick this week, and was the guest of Mrs. Dan Wilson, of Thornbank. Several soldiers of the same regiment, who had been wounded at Suvla Bay, also spent the week-end here, and were the guests of various townsmen. It is interesting to note that the pleasant relationship existing between the people of Hawick and the Newfoundlanders has not been forgotten, and that the Border town holds a high place in the heart of our Colonial soldiers.

## Methodist Church Changes.

The following changes were made at a recent meeting of the Transfer Committee of the Methodist Church of Canada and Newfoundland.—Rev. H. Albany, transferred from Newfoundland to the Montreal Conference; Rev. Dr. Bond, from the New Brunswick and Prince Edward Island Conference to that of Newfoundland; Rev. L. G. Davies from Newfoundland to Nova Scotia, and Rev. F. G. Purchase from Newfoundland to Saskatchewan.

## Mission at Argentina

Special to Evening Telegram. FOX HARBOR, To-day. The mission at Argentina ended very successfully yesterday. The Mission Fathers came to Fox Harbor last evening and immediately began their ceremonies of mission week in this important settlement. Next week they will visit Red Island.

## Man Loses His Life.

AS RESULT OF BIG FIRE LAST NIGHT.  
Last night as the result of a big fire that almost completely destroyed the shop of Wm. Fanning, corner of Barter's Hill and Pope Street, also the adjoining house on Pope Street owned by Mrs. E. Shea and occupied by her son-in-law, Thomas O'Brien, Patrick O'Neil, aged 80 years, now lies cold in death.  
At 10:40 an alarm from Box 32 at the foot of Barter's Hill summoned the West End and Central Companies who quickly responded, and arriving at the scene found but little hopes of saving the building, as the blaze was well under way. The fast spreading flames were aided by the bursting of a kerosene barrel half filled with oil, caused by the intense heat, which saturated the floors and ceilings and for a time it looked as if the whole building would go. The burning oil which resembled a fiery serpent ran into the street and was making for the houses opposite, but was quickly diverted by the application of a stream of water. With several streams of water the firemen aided by police and

## Newfoundland and the War.

Aid from our Oldest Colony—Lord Northcliffe's Speech.

Sir Daniel Morris, K.C.M.G., read a notable paper at the Royal Society of Arts yesterday on the forest resources of Newfoundland.

In the chair was Sir William MacGregor, ex-Governor of Newfoundland, supported by Lord Northcliffe. Among those present were Lord Leigh, Marion Lady Des Vaux, Dr. S. E. Chandler, B.Sc. (Imperial Institute), Dr. R. E. Wilson (Royal Botanical Gardens, Kew), Mr. A. Ralph Reed, Mr. M. M. Beeton, Mr. S. Charles Phillips, Dr. E. J. Salisbury, B.Sc., Dr. G. R. Parkis, C.M.G. (Rhodes Scholarship Trust).

Lord Northcliffe, who was received with applause, said he had very little right to speak on the subject of the forest resources of Newfoundland. He was only one of the ploughers of the utilisation of the wealth of that island. The fact that he intended to visit that meeting became known to someone who remarked that he thought that he (Lord Northcliffe) might be more usefully employed in doing something for the war. As a matter of fact, the development of the forest lands of Newfoundland was doing something for the war.

As they knew, one of England's neutral friends had placed an embargo on material which they were getting in great abundance from our oldest Colony, Newfoundland. It was due to Mr. Maxson Beeton and others, who were the real pioneers of the industry and development of wood pulp manufacture in Newfoundland, that the newspapers with which his lordship was associated were not entirely dependent for their supply on neutral countries. He added that one of the reasons they picked upon Newfoundland was that they were certain of the coming of this war.

Dealing with the afforestation in Newfoundland, Lord Northcliffe said the trees grew so thickly in their natural state that the forests were actually improved by cutting them down for their industry. Very few people had ever crossed the island in more than one direction, but those who had had brought back news of very great supplies in the interior.

He had often thought when travelling in Newfoundland that in that Colony Great Britain had a Colony more valuable than any single German Colony. But we had not exploited it any more than we had as yet exploited Australia. They had heard from Sir Daniel how the English miners had been able to follow their calling by help of pit props from Newfoundland. Two years ago that would have been impossible. Nay, even more, he had seen the trenches in France and Flanders supported by pit props from Newfoundland. And so this little Colony, neglected for hundreds of years, had been brought into prominence in a way which no one anticipated by the declaration of war in August, 1914.

## Call of the Blood.

There was one thing which anyone who had any association with the island must emphasise, and that was the immense patriotism of the inhabitants. They are almost entirely of English, Scottish and Irish ancestry. A great proportion of them are descendants of Devonshire men, true to the call of the blood. A large percentage of the 243,000 population volunteered for active service.

Only that day he had been pleased to read a message sent to the Governor of Newfoundland from Headquarters thanking him for the splendid men the colony had sent to the war. No one could, perhaps, realise how remote the island is from the war. It is at least 1,800 miles from Liverpool and a great distance from any great American city. It sees very little of English people, and its reading for the most part is supplied by America, New York being but two and a half days by post. The manner in which this Colony had come to the help of the Mother Country was one of the most touching things of the war.

## Back From North.

The s.s. Susu, Capt. Roberts, returned from the northward last evening, having been as far as Fogo. She was detained very much by fog. She brought a small freight and the following saloon passengers: Mrs. T. Humphries, S. Harris, Mrs. H. Butt, G. Bussey, Miss Willis, S. Abbott, L. Webb, Mrs. C. Greene, Mr. C. Greep, A. King, W. Tuck, J. Jones, R. Burt, Mr. Goodyear, G. Tuck, W. Howel, J. Davis, F. Thistle, J. Baird, S. King, G. Parsons, F. Abbott, J. Waterman, B. W. Oke, R. Oakley, Mrs. J. Parsons, V. Torrville, R. Parsons, J. Robbins, Capt. A. Elliott, E. R. Elliott, several others in saloon and 33 second class.

## To-night's Dance.

The C.C.C. annual Easter dance will be held to-night. The proceeds will help to defray the debt on their new dance and concert hall. Those who attend are assured of an enjoyable time. The music will be supplied by the C.C.C. band, who, no doubt, will get that large amount of patronage that they are so justly entitled to.

Special to Evening Telegram. CAPE RACE, To-day. Wind E.N.E., fresh, rain and fog. A Reid Nfld. Co.'s steamer passed in at 7 a.m. Bar. 29.40; Ther. 38.

The mills at the time of their completion were the largest in the world, and represented the most perfect assembly of paper-making plant, equipment which engineering skill and experience, backed by ample capital, could provide. They now supply the requirements of four British newspapers. The capital invested is £2,668,653.  
(To be Continued.)

## 2nd Lieut. S.K. Lumsden

Second Lieutenant S. K. Lumsden, of the Newfoundland Regiment, who at the outbreak of the war, was Lance-Corporal in the Princess Patricia Light Infantry C. E. F. and one of the first Canadian Regiments to be in action, is expected to arrive in company with several other officers about the middle of this week. Lieut. Lumsden was wounded at the capture of Hill 60 at St. Elmo prior to the battle of Neuve-Chapelle. It is reported, and we have every reason to believe that the gallant young officer was wounded in an attempt to save the life of Lieut. Cameron who shortly afterwards died of wounds. While recuperating in England he was transferred to the Newfoundland Regiment, and promoted to the rank he now holds.

## A Despicable Act.

Some unscrupulous person or persons stopped so low as to tear down a recruiting "poster" in the interior of the General Post Office last Saturday, which reads as follows:—"Have you a reason or only an excuse for not enlisting?" It was well for the perpetrator that he was not caught in the act by some of the older and indignant officials whose sons are playing the game in defence of the Empire.

## Here and There.

SCHOOLS RE-OPEN.—Most of the City Schools re-opened to-day after the Easter vacation.

"Last Judgment" (Spohr's) rehearsal to-night in the Kirk at 7.15 p.m. sharp.—may 1, 11

GOES ON DOCK.—The S. S. Nevada went on dock at 6 a.m. to-day and will be completely overhauled; the ship's boilers will have to be moved so as to make it possible to repair certain damages. When leaving here she will take on several of our local men to complete her crew.

MR. F. J. KING has resumed teaching Piano, Singing, &c., at 46 Queen's Road.—may 1, 11

## Honesty.

By GEORGE FITCH.

Honesty is so hard to define that most people do not tackle the job except for the benefit of their neighbours.

The dictionary which is one of our most successful side-steppers, says "honesty is freedom from fraud or guile." It forgets to mention that honesty usually means freedom from money also.

The proverb says honesty is the best policy. It is amazing to see how many people have a horror of playing policy.

The old Spartans admired honesty greatly. Stealing was honest in their eyes, but getting caught with their goods was a great crime. The recent bribery investigations have revealed the fact that the United States Senate is full of Spartans.

Some men are so honest that they will not steal a man's money so long as they can get it by selling him stock in a defunct gold mine. Other men would shudder with horror at the thought of selling decayed mining stock when the same results can be obtained in a perfectly legal manner by borrowing the money and going in to bankruptcy with no visible assets.

Many men are so honest that they will not steal a pin. But they would hold the coat of a personal friend while he stole a battleship. Still others decline to steal anything at all, preferring to leave the job to litigation, which usually gives excellent satisfaction.

There are also men with whom you could trust your watch with perfect safety, but who would take a stock company away from you with a merry laugh.

Some men are honest in small things, because there is no profit in piker pilfering. Others are honest in large things, because there is less risk in small packages.

Thus it is to be seen plainly that the standards of honesty vary as widely as plurality guesses by leaders of opposite parties. Standards vary in legislatures also. In some the members are so honest that they will only sell their votes for political support. In others the members will not accept money and would indignantly return the bundles they find in their pockets if they had time and could remember to do it. In still others, when a member doesn't jawn his desk and chair, he runs for re-election on his good record.

It will not do for us to judge the honesty of others by our own—for others are judging our honesty by theirs and are looking at us with horror as they do so.

Stafford's Liniment is sold in over 500 stores. Save the outside Green Wrapper. See advertisement.—mar 31, 11

# Household Goods!



STEP LADDERS, \$1.75, \$2.10, \$2.50.  
WRINGERS, Wood and Iron Frames.  
CHAMOIS CLOTHS & FEATHER DUSTERS.  
SCRUB, STOVE, SHOE and BANNISTER BRUSHES.  
JOHNSON'S WAX POLISH, 25 and 50c. tin.



BRASS, SILVER, STOVE, SHOE & KNIFE POLISHES.  
CLOTHES, HAIR, TOOTH & NAIL BRUSHES  
DRESSING COMBS and SPONGES.  
WASH TUBS and WASH BOARDS.  
ENAMELWARE, GALVANIZED GOODS.

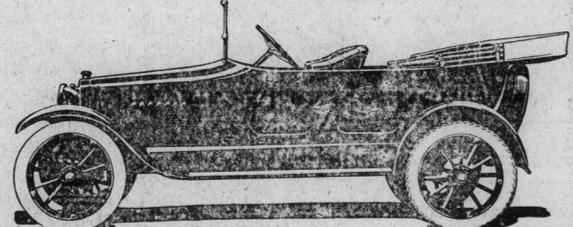
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Wholesale & Retail.



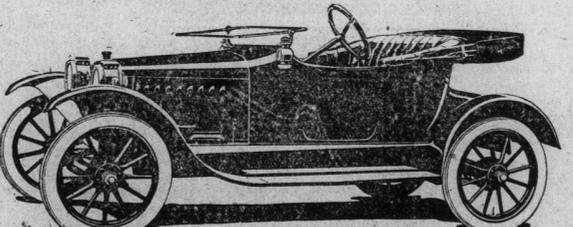
# SAXON "SIX"

A big touring car for five people



The Saxon high speed motor design gets more power on less gasoline than used to be possible with a bigger motor. To-day in your touring car of course you want a "Six." No lesser motor can give you the same even pull—smoothness—power—flexibility.  
Except for starting the car, shifting is practically unknown to Saxon "Six" owners. The yacht-line body of the Saxon "Six" exemplifies the latest in motor car fashion. The Saxon "Six" is a big car for five people—plenty of room in driving compartment and tonneau. The long, resilient, cantilever springs assure riding comfort.  
If you seek speed the Saxon "Six" has it. "It laughs at hills." The car is absolutely phenomenal in its power and flexibility and our dealers welcome any test you care to invite. We are perfectly confident that the Saxon "Six" for power—speed—flexibility—acceleration—hill climbing—quietness—smoothness—comfort—economy will outperform any car in its price class. Ask to be shown.  
EQUIPMENT—Electric lighting and starting system, two head lights, dash light and tail light, one-man top, windshield, electric horn, speedometer, extra rim, tire irons, tools and jack.

# SAXON ROADSTER



The Saxon roadster is absolutely modern and up to the minute—yet it embodies no experimental features. There is nothing freakish about it. It is a tried and proved car. It has been tried in the hands of 30,000 users—in engineers tests—in public contests—and anywhere it has made good.  
And do not overlook the Saxon virtue of economy. The Saxon costs the least to run of any car yet produced. It averages 30 miles per gallon of gasoline and 75 to 100 miles per pint of oil. Half a cent a mile is the Saxon average for car operation—one-fourth of a cent per passenger.  
Buy an automobile that is stylish and modern, just as you would buy a hat—a gown—or a suit of clothes. There is only one car in the world with these most desirable qualities. That car is the Saxon roadster.  
EQUIPMENT—Top, windshield, two gas head lights, oil tail light, gas generator and bulb horn. Electric starting and lighting system, with Exide battery furnished on new cars.

For Sale by  
**George G. R. Parsons,**  
AND  
**Tessier & Comp'y, Agents**

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