

Renew the Mustard in the Pot—Daily

The use of COLMAN'S D. S. F. MUSTARD makes your dinner tasty and digestible.

Its delicious tingle enhances the flavor of your food, and its essential oils and its warmth, are incomparable aids to health and vigor.

For the enjoyment of your meals, and for better digestion,—replenish the mustard pot with Colman's D. S. F. Mustard every day.

MAGOR, SON & CO., Limited
Montreal Toronto
Canadian Agents.

**Acknowledgment.**

The Superintendents of "Shannon Inn" and "T. R. Job" Memorials, of E. Orphanages, wish to thank the kind friends who so generously donated the following Christmas gifts: Sir E. R. Bowring, Mr. H. J. Downes, Ayre & Sons, George A. C. P. Eagan, Mr. T. M. Winter, Mrs. May Munn, Hon. F. McNamara, Mr. D. A. Ryan, Mrs. John Henderson, Mrs. M. G. Winter, Sir Joseph Verbridge, Mrs. Brehm, Mr. A. Harvey (2) barrels of apples; Mr. O'D. Kelly, Mrs. Simms, Hon. J. Bennett, 1 box apples; Commissioner of Charities, 3 qrs. beef, 1 car. mutton; Mr. M. O'Regan, 2 pie. beef; Mr. F. J. Connors, 1 pie. beef; J. P. Cash, 1 ham and box biscuits; Royal Stores, Ltd., 1 ham; G. Waring & Sons, bag bread; Misses Mary and Peggy Powys-Keck, 2 pale. dy; Mr. Reg. Harvey, 2 pale. dy; F. B. Wood Co., 2 bxs. sweets; Mr. and Arthur Knowling, bottle. dy; Miss Betty Benson, Arthur Wood, Ltd., Mrs. A. Hiscock, can. dy; Mrs. R. G. Ash, 2 boxes chooc. dy; Nfld. Wholesale Co., (per J. J. J. J.), fruit, nuts and candy; Star Co., box candy; Miss Hilda Long, candy; Mr. Bert Hay, box candy; Mrs. Samuel Fea. candy; Malcolm and Funn Scott, colates; Mrs. Chas. Emerson, Gosling, tub butter; Mrs. H. D. er, case oranges; Mrs. Marshall, Frampton, apples; Ellis & Co., Ralph and Jean Clark, candy \$1.00; Arthur and Ellis Roll, or. dy and apples; Mrs. Pynn, bis. dy, apples and sugar; Mrs. Monroe, Xmas stockings, candy, books, toys; Mr. Geo. Davey, Mrs. C. H. our, Mrs. Jas. Halliday, Miss rice Stick, Reggie and Edwin, Miss M. Dowden, Miss Gwen ards, Mrs. John Davey, cakes; Horwood, cakes and preserve; Browning, cakes and preserve; Allan Dowden, buns; Mrs. H. D. er, cake and buns; Star Candy half doz. syrup; Mrs. John Cook, oranges and Xmas stockings; Mr. Bowering (contractor), goose; F. Crane, Mrs. T. Lockyer, Mrs. Ryan, box biscuits; Mrs. F. Al. ce, cakes; Mary, Rex and Harry ut, skates, dolls and handker. dy; Hon. John and Mrs. Harvey, and sleds; Elizabeth, Geoffrey Anthony Goodridge, games, dolls, The Misses Carter (Riverdale), handkerchiefs and crayons; and Arthur Dewling, toys; Har. lley, toys; Miss Beulah Bland. toys; Doris and Muriel Chris. games and books; Miss May

Stick, 3 prs. cashmere stockings, half doz. prs. woolen gloves, books and toys; anonymous, 2 prs. stockings; Mr. Calver, half doz. sweet loaves; Master Wm. May, toys; A Friend, hair ribbons; Mrs. H. D. Carter, half doz. prs. mitts; Meehan & Co., 10 lbs. tea.

Well Done, "Kyle"!

HATS OFF TO CAPT. STEVENSON.
(Western Star.)

Not only is the Kyle the queen of the Reid fleet, but to her belongs the laurels of being the queen as an ice-breaker of all the steamers plying in our waters. And the captains who come to our coast must take off their caps to Capt. Stevenson for the able manner in which he navigated the Kyle through 10 or 12 miles of ice up the Humber. For the past three weeks the Kyle has made as many trips from North Sydney, to Bay of Islands, landing cargoes of coal at Humbermouth, cutting up ice and liberating three schooners and a steamer that were frozen in, and calling at various wharves at Curling and Ben. nets Cove for shipments of herring. Other steamers came to the office, even at an early part of the season, at the first appearance of ice, but made little or no attempt to get into Curling, though they had much freight for here. Not so with Capt. Stevenson, however. Humbermouth, over three miles further up the Arm than Curling, was his destination, and he got there on each occasion. Newfoundland and American vessels were frozen in at Curling and Sum. merside. He cut them out and towed them down the Humber. He made it possible for our herring dealers to market this past season's voyage, and only on her last trip to Sydney she had a call to go up the Gulf and cut out a big Canadian freight steam. er that had got caught in the ice. The amount of service rendered by Capt. Stevenson in his good ship Kyle the past three weeks cannot be estimated on a monetary basis.

Herring Fishery.

The Bonne Bay herring catch is estimated at 4,100 brls. made up as follows: 1100 "Scotch" and 3000 local. There were 1600 barrels of local and 60 brls. Scotch to ship from there last week.

Full figures for the Bay of Islands herring fishery are not yet in, as the voyage has not yet closed. The total catch up to last week was estimated at about twenty thousand barrels, including about 11 thousand of the Scotch pack.—Western Star.

The Need for Extra Transportation.

(Western Star.)

The Government is calling for tenders for four steamers for the coastal mail and passenger service of this country. It is hoped that it will be seen to that we will not be further burdened with ships of the tin can class.

We further think it would not be to the good of the country generally for the operation of the four steamers to go to any one person or company. In fact we believe that if our various branches of transportation were owned and operated by separate companies, the country would have better service than it is receiving to-day.

The public should also be protected in the matter of passenger and freight rates. As it now stands the captain of a ship may trump up an excuse and put passengers ashore on the rocks and dump freight out anywhere, though full fares and rates have been paid,—as witness an instance right here last fall.

Transportation is becoming a serious problem in this country. As it is to-day, people are deterred in their industries through the uncertainty of transportation, and the country, as a consequence, suffers. This uncertainty is, perhaps, the weakest point in our transportation system. Sometimes, no doubt, it is due to the system having to carry too great a burden, but there are exceptions even to that. The transportation problem will have to be tackled, and greater means provided to meet the requirements of the growing and new industries of the country if Newfoundland is ever to rise above the ratings of a fifth-class town.

Burnt Islands.

FINDS THAT TORY TIMES ARE HARD TIMES.

Owing to the inclemency of the weather, the fishery has been somewhat hampered, and also the scarcity of bait, but now, when the boats do get out on the fishing grounds, they get from 3 to 4 qds. on salt squid.

The schr. Vandalia recently arrived with a load of produce from P.E.I., consigned to R. Moulton, Ltd. This firm has had a fairly good year, but not as good as it might have been owing to the high price of fish being paid in the early spring.

We are now shut off from freight and mails. Certainly if the people don't wake up, their mails and freight will soon be back to the old-fashioned way. There is one way of getting the mails here, rough or fine weather, and that is: The Government should put a road from here to Port aux Basques. It can be done easily, and it's just as well to do this with the money, so it will be of some good, as it is to waste the revenue in other ways. There is another way of getting our mail, viz., by water, if a good motor boat, capable of carrying passengers, is put on. Sometimes we are ten and twelve days getting the mails. So by the time our papers and letters get here they are pretty old. Apparently the coastal steamers are out of the question. Certainly the harbor is pretty safe, but then, if it's not real fine—or put it in a vulgar way—"an old woman's day" they pass by and that leaves us to go for freight to Port aux Basques or Rose Blanche. At the present time freight has left St. John's since November 1st, and not here yet.

Taking everything into consideration, we should get a better mail and freight service. The present one is certainly not right for the 20th century, and it's even worse than when the old "Volunteer" and others were on the coast. Somebody must be to blame for the mismanagement of both the mail and freight.

Burnt Islands, Burgeo and LaPolla, Dec. 27, 1919.



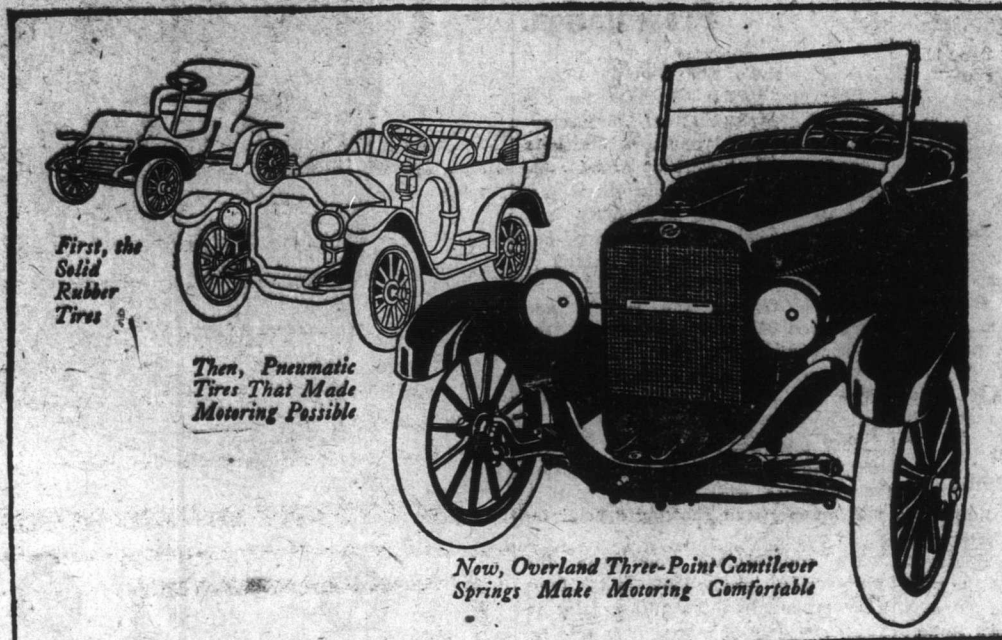
NOT FOR OURSELVES.

Not for ourselves in golden gain;
Not for a bigger stretch of land;
Not for a port to rule the main,
Not for a nation to command!
We brave the fight on land and sea,
That suffering people shall go free.

Heads high, we march unto the field
Singing the songs of free-born men,
Hiding no stains upon our shield,
Having no cause we dare not pen.
To-day our banners are unfurled
As champions of a better world.

It ever holy war was made,
If ever men have died for truth
And drawn in honor's cause the blade
It is this strife which claims our youth.
No selfish cunning mars our thought—
We fought and died as free men ought.

G. W. V. A. MEETING.—A meeting of the Great War Veterans Association will be held to-night when some important business will be up for discussion.



New Overland Three-Point Cantilever Springs Make Motoring Comfortable

First, Solid Tires; Then, Pneumatic Tires; NOW, Three-Point Cantilever Springs

THE NEW OVERLAND
4 Motor Car puts an end to vibrating over the highways. The discomfort to passengers and the injury to car, due to side-swaying, twisting and bouncing, need be endured no longer.

The diagonal attachment of the exclusive Three-Point Cantilever Springs at the ends of a 130-inch (3.3m) Springbase gives to the Overland 4 with 100-inch (2.54m) wheelbase the road steadiness of

the car of long wheelbase.

These Springs protect the mechanism of the car, making a great saving in up-keep expense. Light weight means less petrol and oil consumption and longer tire mileage.

The Overland 4 is completely equipped from Auto-Lite Starting System to Tillotson Carburetor.

You must ride in the Overland 4 to appreciate its comfort.

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Distributors for Newfoundland,
Showroom: City Club Building. Service Station: 12 Prescott St.

THE JOHN N. WILLYS EXPORT CORPORATION
New York, U. S. A.

Grove's O-Pen-Trate Salve

A Remedy for Chest Colds, Head Colds, Sore Throat, Stiff Neck, Earache, Spasmodic Croup and kindred ailments. Apply freely to the skin just over the affected parts and rub it in.

GROVE'S O-PEN-TRATE SALVE

is also an Excellent Germicide for the Nose and Throat.

It should be applied to the nostrils so that you will be continually inhaling the vapors while in the presence of patients who are sick with contagious diseases, or when you are entering crowded cars or other public places during an epidemic of Grip or Influenza. Any Grip or Influenza germs breathed through the nose are destroyed by this germicide salve before the germs can reach the throat.

FOR THE SICK

Place One Level Teaspoonful of GROVE'S O-PEN-TRATE SALVE in a hot saucer in the sick room. The Antiseptic Vapor rising from the heated salve makes breathing easy for the patient. It induces sleep and is a great comfort to anyone suffering with Spasmodic Croup, Asthma, Bronchitis, Sore Throat, Coughs, Colds, Whooping Cough, Diphtheria or Pneumonia. The Healing Effect of the Vapor relieves the patient and is very comforting. Price 35c per box. If your Druggist hasn't any, send 35c in postage stamps to Paris Medicine Company, 193 Spadina Ave., Toronto, and a full-size box will be mailed to you promptly.

Shipping Notes.

S. S. Sisy was at Greenspond Saturday afternoon.

S. S. Nevada called for Sydney yesterday.

S. S. Oshon called yesterday afternoon for Sydney.

S. S. New York called for New York yesterday.

S. S. Kyle called for North Sydney at 1 o'clock yesterday taking about 50 passengers and a large mail.

S. S. Brighton is due to-day from New York and Boston.

Schooner Agnes F. Duff has entered at G. M. Barr's to load codfish for Brazil.

C. M. B. C. Meeting.

Yesterday the Cathedral Men's Bible Class met in the Synod Building. After the opening exercises the annual report was read and showed the class to be in a flourishing condition. It was announced that on Sunday next His Lordship Bishop White would address the class and a full attendance of members was requested.

Stanford's GINGER WINE for sale in each end; at J. J. St. John's, Duckworth St., and U. Gosse, Plymouth Road.—Dec 20, 1919.

FIRE INSURANCE. FIRE INSURANCE.

SCOTTISH UNION & NATIONAL INSURANCE COMPANY OF EDINBURGH, SCOTLAND.
GENERAL ACCIDENT, FIRE & LIFE ASSURANCE CO., LTD., OF PERTH, SCOTLAND.

The above Insurance Companies carry on a successful and extensive business, and always have maintained the highest character for the honourable and liberal discharge of their obligations.

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