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The Bell Island Ore Tax Agreement.

A Bad Bargain For Newfoundland.

Editor Evening Telegram.

Dear Sir.—Pursuant to my promise to comment more at length upon the Bell Island Contract, I wish to-day to draw attention to the provision, to grant the water powers of the Colinet River to the Company, and the exemption of the Company from taxation.

WATER POWER RIGHTS.

And first, as to the question of water power: it is provided in Section 6 of the contract that the Government shall grant to the Dominion Company, subject to forfeiture in certain events, "the water power rights situated at or near Colinet, Rocky River, St. Mary's Bay." This is very indefinite. There is a Colinet River and also a Rocky River, both flowing into Colinet Harbour, St. Mary's Bay; but the Rocky River rises in waters near Whitbourne, and the Colinet takes its rise in waters in the direction of Holyrood, and both rivers flow into Colinet Harbour, not very far apart. The phrase "at or near," therefore, may mean that the Company is to have the Rocky River or the Colinet River and as the expression about water power rights is in the plural, the meaning may be that the Dominion Company is to have the rights on both rivers. The Legislature should know clearly what it is asked to give. It is then provided that the Company shall have a period of three years to "commence the development," and a further "two years to complete the same." There is no definition of what will be a commencement, and inasmuch as anything whatever done pursuant to an intention to develop will be a commencement, it may be quite impossible and difficult of either proof or disproof; and then look at the badness of the word "development," anything done in the way of a dam would be, I take it, a commencement of development, and a completion of the dam would perhaps be a completion of the development, although nothing further was done. If the meaning be that the waterpower is to be developed to its maximum, then the maximum ought, if possible to be ascertained, and a development to that extent required by the contract.

SMELTING PLANT.

In paragraph 8 it is provided that the "Company" shall operate a smelting plant, and the inference which I have gathered from the contract is that in some way, or other the water power is to be used in connection with the smelting of Ore in a plant with accessories which is stipulated for, quite conditionally, by Section 2 (b); but for the life of me I cannot find any provision directly bearing out the inference, and so far as I can see the Dominion Company, after it obtains the water power rights referred to, and has commenced and completed a development, whatever that may mean, may if it wishes, allow the water powers to remain for ever dormant, as there is no provision that they shall be used for any purpose whatever. But aside altogether from the stupid way in which the contract is made, about these water powers, I object altogether to their being given to a Coal Company. A water power is the cheapest and best kind of development of the best kind of light, heat and power, three public services for which coal is used in the main, and therefore, a water power is a natural competitor to a coal mine. No owner of a mine should ever be allowed to monopolize a water power; it should be kept as a natural competitor to keep down the price of coal, if for no other or better purpose. Light, and heat in moderate weather, and cooking for an ordinary family in the Province of

law, municipalities in these localities will be hamstrung, as it were, by the exemption of the Companies from taxation. The Companies are taking a long look ahead, by providing against future taxation; the same foresight ought to restrain the Legislature from concessions in this matter. When we turn to the provision in the contract concerning local taxation, it is as absurd in detail as it is objectionable in principle. The Companies are not to pay more than \$10,000 in any one year. If local bodies should exist on the West Coast, and at Colinet, as well as in Bell Island, are these local bodies to have no share of the ten thousand, or is it all to go to Bell Island, or what is the division? No provision has been made. The contract in this particular is as stupid as it is in all other respects.

Yours truly,

ALFRED B. MORINE.

May 9, 1921.

CONTRADICTION.

I am a gentle sort of guy. I'm fond of quiet repose; I would not hurt a bug or fly, unless it came upon my nose. Apologetic is my mien, my voice is low and soft and mild, and where the wrangling crowd is seen, I'm timid as a little child. To dodge the riot and the furrowed many brows I'd leave my track, and when I hear a fellow cuss it sends a shiver down my back. Yet when my daily tasks are done, and I sit in the inglenook, to read until the clock strikes one, I want a raw-rip-snorling book. No Polly-Ooly stuff for me, no Lumber-lore of kindred lore; I want a story of the sea with pirate ships all red with gore. Some legend of the Spanish main, of fierce old corsairs in a rage, wherein a dozen men are slain by dripping swords, on every page; I'd read of gunmen of the west, more deadly than the well-known Junes, who go upon their crimson quest, and make new notches in their guns. And why it is I do not know; I've puzzled over it oft and long; why do I leisure hours bestow upon the blood and lustre of the sword? All I can say is I hate to see a man and a quittance I cling; I would not harm a bumble bee, unless it soaked me with its sting.

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His Brave Deed.

"Oh, yes!" said the proud mother. "Our Harold won the French Croix de Guerre during the war." "Oh, shurr-up!" murmured Harold, under his breath, but the trouble had been done. "O-ood!" purred one old girl. "How wonderful! How brave!" echoed another, and they all about nine fussy old friends of his mother—crowded round him. "Oh, do tell us how you won it!" they all chimed in. "Oh, it's nothing!" answered Harold, but they persisted in their inquiries. "Well," he said, "if you must know, I got it for letting a French officer kiss me!"

Running the Railway.

Editor Evening Telegram.

Dear Sir.—Since my last writing I have received a letter of friendly criticism from one of my engineer pals, expressing surprise of what he terms my "party politics." He also reminds me that while we have enough engines to handle all the traffic offering, we are in need of engines capable of developing a higher tractive power, and to be used in pulling the express trains, for, he says, the ten-wheel engines are not able to handle those trains as easily as required. My friends' surprise of "my party politics" can be accounted for by the fact that he has always known that I never take part in politics. Because a person criticizes the Government it doesn't necessarily mean that he is taking sides with the Opposition. For my part I do not believe the Opposition could do any better under the present circumstances than the Government is doing. The Government finds itself surrounded by conditions which no other Government ever had to face. I do not blame the Government for all the depression, most of it is due to the process of economic laws over which the Government has no control. But the Government is to blame for not providing itself with proper counsel in matters which it does not understand, perhaps the Opposition would have done the same thing for aught I know. But it is time to quit politics and re-open the debate on the subject matter of the second part of my friends' letter, namely the necessity for engines of greater power. I am aware that our ten-wheel engines are not handling the trains as they should, but why? There was a time when these engines used to pull 10 Bruce cars out of St. John's, but now they are unable to handle 7 Bruce cars as easily as they used to handle 10, the reason for this is not difficult to find. For instance, I have been informed that one of the ten-wheel engines has the diameter of its wheels increased two inches, which means that the tractive power of this engine is reduced very nearly 1000 pounds. This engine used to pull 9 and 10 cars before it was given this larger wheel. Now it can only pull 7 cars; because the distance between the center of the crank pin and the periphery of the wheel has been increased, while the distance between the center of the axle and the center of the crank pin remains the same as before given the larger wheel. This is why you are having trouble with this engine, boys, and this is why "she can't pull her train," and it is because of such things as this that made us think we needed engines of greater power. But we do not need engines of greater power, all we need to do is to give the engines we have a chance to develop the tractive power which their designers intended they should develop. If we do this there will be no need of importing larger engines which are, after all, of very little use to us.

The man who placed this wheel under this engine has yet to learn something about certain fundamentals used in Locomotive building or, at least, learn not to interfere with those fundamentals. Now let us see what effect this wheel has on the revenue of the road. This engine is pulling, at least, one car less per trip, and it makes one trip per day, this means one car less per day. Now, since there are 365 days in a year it means a loss of 365 cars, and if we figure the freight charges of one car at \$50, all we have to do to find the loss to the road in dollars is to multiply 365 by \$50, which figures out at \$18,250. An eight of an inch doesn't look much when measured with a foot rule, but when we trace the effect it runs up into thousands of dollars, and it is such little things as this that largely determine whether a railroad will pay its way or pass into the hands of the insolvency courts.

As for the new engines, they are as unsuitable as they are unnecessary. Those engines are alright for a good road of easy gradient, where high speed is the prime requisite, but if you are to get the economy that is in those engines out, you will need to run them at a high speed, and this the conditions of the road will not permit. Besides those engines are costly machines to keep in repair, and this is just what we do not need. What we need is a simple engine and not one that needs constant attention. Our ten-wheel engines could have been equipped with mechanism that would increase their tonnage capacity 10%, and this could have been done for about the cost of one of the new engines. Had this been done we would be in pocket over \$200,000 on account of the engines alone, not to speak of having a better class of engines for the road, for the new engines are going to be very destructive both on the road and themselves. This will mean a higher cost of maintenance for road and engines, and goodness knows the cost, both for engines and road, is more than the people can bear now. Who ever submitted specifications for the engines must have been thinking of engines only and not of the conditions in relation to the engines. We have nothing to say about the engines as long as we confine our attention to the engines, but we have plenty of criticism to offer when we consider the engines in relation to the conditions under which they will be expected to work.

This type of engine known as the H-6-2, or Pacific type, was designed for high speed, and intended to be used in passenger service on roads of easy gradient. This is just the opposite of what we have and need here. Our road is very hilly, and the atmospheric conditions very unfavorable, which calls for an engine of high tractive power and factor of adhesion. Now, I am well aware that the tractive power and factor of adhesion of our engines are limited by road conditions, but I also know that the tractive power of the ten-wheel engines could have been stepped up, without disturbing the factor of adhesion, that would enable them to get the trains as easily and as cheaply if not cheaper, than the new engines are going to pull them. Had this been done there would have been no need of spending \$221,700 on new engines, for that is the cost of the engines, without taking into consideration the rate of exchange and other incidental expenses, which would probably bring the total cost up to \$260,000. This expense, I say, Mr. Editor, should not have been incurred, and would not have been incurred had there been anyone to advise the Government, who had interest in the people other than drawing his salary from them.

Lamarck, Darwin, Haeckel and other monistic evolutionists tell us that the different forms of life, and all the variation we see in nature are due to adaptation to environment, resulting in natural selection and the survival of the fittest. Now I don't know whether we can stretch Darwin's theory far enough to say that, in time, the new engines will adapt themselves to the road conditions. I rather think that if there is any adapting to be done the railroad will have to be adapted to the engines, as they are not plastic enough to do any adapting on their own account.

Yours truly,

W. L. BUTLER.

Revising the Scriptures.

An English preacher, who was not a highly educated man, but who had a native wit which often helped him out of difficulties, was reading at the scripture lesson one Sabbath morning the third chapter of Daniel. He came to a batch of words that gave him trouble: "At what time ye hear the sound of the cornet, flute, harp, sackbut, psalter, dulcimer," etc. Now this list of instruments is repeated several times in the chapter, and the second time he stumbled through it with even greater difficulty than the first. Before he reached it again, however, he had discovered a way of escape. So the third time he relieved himself and his listeners by reading with the utmost gravity, "And the band played as before."



Little Children Brighten Homes

EVERY young couple starting out in life has visions of joyful hours spent before the fireside with healthy, happy children; but, alas, how often young women who long for children are denied that happiness because of some functional derangement which may be corrected by proper treatment. Lydia E. Pinkham's Vegetable Compound is just the medicine for these conditions, as the following letters show:

Chesley, Ont.—"Before using Lydia E. Pinkham's Vegetable Compound I was a total wreck. I had terrible pains in my sides and was not regular. Finally I got so weak I could not go upstairs without stopping to rest half way up the steps. I tried two doctors but they did me no good. I saw your medicine advertised in the newspapers and thought I would give it a trial. I took four bottles of the Vegetable Compound and was restored to health. I am married, and the mother of two children, and do all my housework, milk eight cows, and do a hired man's work, and enjoy the best of health. I also found Vegetable Compound a great help for my weak back before my babies were born."—Mrs. HENRY JAMES, R. R. No. 4, Chesley, Ontario.

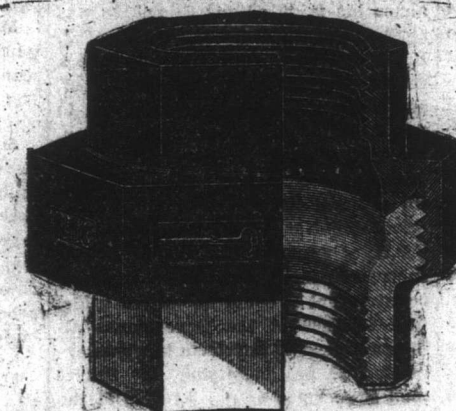
Berwick, Ont.—"I had organic trouble and after taking Lydia E. Pinkham's Vegetable Compound and Blood Medicine all my troubles passed away. I was made strong and well and have been ever since. Now we have a fine baby boy six months old, and I know that I would not have this baby and would still be suffering if it had not been for your remedies. My husband and myself say that your remedies are worth their weight in gold, and I recommend them to my friends. One of my aunts is taking them now."—Mrs. MARCELLE LAVIGNE, Berwick, Ontario, Canada.

Many such letters prove the reliability of

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AND JUST TO KEEP UP THE AVERAGE, MUTT BUSTED ANOTHER.

—By Bud Fisher.

