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AT ALL STORES

AutoStrop Safety Razor Co., Limited

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50-1-13

Unsatisfactory Train Service.

Editor Evening Telegram.

Dear Sir,—In my letter of 19th inst. I said: "At no time in our history has the proper maintenance and efficient operation of the road meant so much to the country."

I pointed out also that our steamship communication with Canada and the United States had seriously decreased during the past year.

To-day we are in a far worse state as regards steamship connection with the outside world, and are therefore more dependent than ever upon the railway for our necessities of life.

The Florist disaster has deprived us of the last regular schedule steamship between Halifax and New York, the only reliable cargo boat plying between this port and the neighbouring continent.

The efficient and continued operation of the railway, therefore, becomes of vital importance to this country during the coming months. The gravity of the situation which confronts us to-day in the matter of mail, passenger and traffic transportation between this country and Canada and the United States cannot be overestimated.

Under our present conditions the inefficient management of the railway such as we have had to suffer during the past few months becomes not only an inconvenience and detriment to business but an actual menace to the well-being of the community in so far as it affects the maintenance of communication with the outside world.

We cannot continue to tolerate existing conditions in the management and operation of the cross-country railway. Too much depends upon the proper maintenance and operation of the road for us to acquiesce any longer in the evident indifference of the management to the public requirements.

In the past, and particularly during the past two years, many and grave have been the causes of complaint on the part of the people of this country against the management of the Reid Newfoundland Railway. But at no time during the past ten years has the service been so irregular, inefficient and provocative of public irritation and condemnation as it has been during the past few months, and particularly since the National Government assumed office.

For years Mr. Coaker hounded the Reids, and ceaselessly abused the Morris Government because of irregular train service, inefficiency in operation, lack of the necessary equipment and indifference to public interest on the part of the Company and its officials.

At no previous time, to my recollection, were matters pertaining to the maintenance and operation of the system so neglected, nor so unsatisfactory to the public, yet we hear no word of protest from Mr. Coaker, nor from Mr. Coaker's Government.

Since early in January the train service across country has been going from bad to worse daily. The service between here and Port aux Basques has been completely demoralized for more than a month.

Passenger traffic has been almost wholly suspended; foreign mails have been held up for days at a time, to the serious detriment of the trade.

Freight transportation across country has been nearly at a standstill for two or three weeks, and trains are rarely on time arriving at destination.

Settlements in the interior have been completely isolated by the failure of the Company to keep the road open west of Millertown Junction.

The Operating Contract between this country and the Reid Newfoundland Company calls for "the efficient and continuous operation of the Railway and Branches constructed or to be constructed; and that there shall be run over the whole system at least three passenger trains or mixed trains each way each week."

It is needless to point out to the people of this city and this country generally how flagrantly this section of the Contract has been violated by the Company, particularly this winter.

There are no people in the world more forthcoming in matters affecting the management and operations of public utilities than those of this country. They are ever ready to make liberal allowances for the shortcomings of companies and contractors, and they allow for the difficulties and obstacles to be encountered during the stormy season on sea, and the winter season on land, and are not exacting in either case.

But there is a limit to their patience, and that limit has been reached now with regard to the management and operation of the Newfoundland Railway system.

The public have some rights under the Railway Contract, though its provisions are very much in favor of the Company, and provides numerous loopholes through which they may escape their obligations.

But the present management of the Railway appear to consider that the rights of the people are subservient to theirs, and that they may evade their obligations at will and still continue to draw big subsidies from the taxpayers for the performance of service which they do not render to the State.

Our present supine rulers acquiesce in the Company's evasion of their obligations to the public, while the trade and commerce of the country suffer.

The country is deprived of these transportation facilities which are so badly needed to-day, and which are so vital to our economic life at present, and for the proper maintenance of which this Dominion is paying heavy subsidies.

It is not long since Mr. Coaker accused Sir Edward Morris of being "owned by the Reids," and promised to change all this when he got control. Has he done so? I would ask the fishermen to compare Mr. Coaker's methods of dealing with the "Reid Octopus," as he usually termed the Reid Company, with the promises he made before he became "Boss" of the Government.

His precepts, before he learned to love the Reid Co., and his practices since are very dissimilar. Mr. Coaker and the Reid Co. will bear watching.

Yours truly,
Feb. 28, 1918. ARGUS.

Mamma! Don't You See Your Child Is Sick, Constipated

Look at tongue! Move poisons from liver and bowels at once.

Mother! Your child isn't naturally cross and peevish. See if tongue is coated; this is a sure sign its little stomach, liver and bowels need a cleansing at once.

When listless, pale, feverish, full of cold, breath bad, throat sore, doesn't eat, sleep or act naturally, has stomach-ache, diarrhoea, remember, a gentle liver and bowels cleansing should always be the first treatment given.

Nothing equals "California Syrup of Figs" for children's ills; give a teaspoonful, and in a few hours all the foul waste, sour bile and fermenting food which is clogged in the bowels passes out of the system, and you have a well and playful child again. All children love this harmless, delicious "fruit laxative," and it never fails to effect a good "inside" cleansing. Directions for babies, children of all ages and grown-ups are plainly on the bottle.

Keep it handy in your home. A little given to-day saves a sick child to-morrow, but get the genuine. Ask your druggist for a bottle of "California Syrup of Figs," then look and see that it is made by the California Fig Syrup Co.

Obituary.

On Feb. 11th, at Middle Gut, Peter's River, occurred the death of Mary, beloved wife of Thomas Connors, aged 75 years. Mrs. Connors although attaining such an age was hale and hearty up to ten days before her death. She leaves to mourn a husband, two daughters—Mrs. Geo. Power, Dunville, and Mrs. Albert Fleming, with whom she resided previous to her death; one sister, a large circle of friends and relatives to mourn their sad loss. Her funeral was one of the largest seen here for some time. May her soul rest in peace. Amen.—Com.

St. Vincent, Feb. 25th, 1918.

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A. & S. RODGER.

NEW Furniture.

We have just received another shipment of New Furniture, Bought at Last Year's Prices, which we will offer at Old Prices to clear, as prices will positively be much higher. Those intending to buy Furniture within the next three months, will do well to see same. It consists of:—

Sideboards, Extension Tables, Bureaus & Stands, Chairs, Rockers

in various sizes and prices, Also, a small shipment of

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we offer with our Springs and Mattresses, at special prices.

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LONDON GOSSIP.

LONDON, Jan. 28th 1918.

FOOD QUEUES—THEIR COMEDY AND TRAGEDY.

Owing to the shortage of supplies of meat, butter, margarine, bacon and one or two other things, a curious spectacle is now offered in London and in the leading towns throughout the country and the butchers' shops and provision stores only open at particular hours of the day for the sale of their scanty supplies. The demand for these is so great that long queues form outside these shops and stores, sometimes numbering fifty or sixty people whilst at other times, according to districts and local needs, perhaps exceeding a thousand. For the most part the women in the queues (and of course they mainly are women) have been taking the hours of waiting in a fairly good humored spirit. There are signs now, however, that an uglier feeling is growing up and anger is certainly being from time to time exhibited. If Lord Rhonda's scheme for food rationing comes in quickly further trouble will be obviated. Sugar has already been rationed for some time and the next things on the list for compulsory rationing will be butter and margarine, probably closely followed by meat, bacon, tea, etc. Compulsory rationing of this sort will be accepted by the people of this country as fair and equitable and if the schemes are carried out in accordance with this feeling there will be no danger of troubles arising. It is certainly a big job for Lord Rhonda, his subordinate, Sir Arthur Yapp, and their assistants but they are working very hard on the rationing schemes and probably what delays have occurred have been unavoidable.

ENEMY DISTRESS STORIES.

We have so often been deceived in this country with bogus tales of starvation and kindred things in Germany and Austria that we have almost got into the position of disbelieving everything of that kind that ever comes from those countries. At last, however, it is being so strongly borne upon us that there is internal trouble, especially in Austria, that we are now giving these tales a more patient hearing. The centre of the economic trouble appears to be Austria rather than Germany or else it is that the Austrian peoples have a larger right of expression than have the people of Germany. Numerous strikes have been taking place in Austria from time to time lately. On one occasion for some days the only daily newspaper that was able to appear in Vienna was the "Arbeiter Zeitung," which is the organ of the organized labor and socialist parties of the Dual Empire. There has also been rioting. The man behind this new and, as it is termed, Bolshevik movement in Austria is Otto Bauer. This man was before the war a leader of the Extremists in the Austrian socialist and labor world. Then he fled the country and lived for a time in Russia. It is known that he had an interview with Lenin and Trotsky in Petrograd and afterwards returned to Austria. At the time the people who knew of this meeting read all kinds of funny things into it but now it looks as though whatever took place at that meeting will be of very little use to the Austrian Government and certainly the defence of the Central Empire will not be strengthened by these revolutionary outbursts, especially as they are increasing in intensity from time to time.

THE HOUSE OF TITLES.

A correspondent of mine who has gone through the complete list of Members of the House of Commons finds that more than one-fourth are of titled rank—174 out of 670. There are two earls, three viscounts, seven lords, one baron, one count, 70 baronets, and 90 knights. In addition 83 Ministers and other Members are entitled to be described as "Right Honorable." Naval and military members include one admiral of the fleet, two generals, one lieutenant-general, one major-general, three brigadier-generals, 25 colonels, 37 lieutenant-colonels, 8 commanders, 51 majors, 45 captains, 7 lieutenants, and one ex-corporal. Fourteen M.P.'s have lost their lives in the war and ten have gained the Distinguished Service Order.

LITERATURE IN THE TRENCHES.

Mr. Fisher, the English Minister of Education, has started an interesting line of inquiry into what is actually read and discussed in the trenches. Early in the war, but after the first of the new armies were fighting in France, a Scottish historian received a letter from a billet behind the lines asking him to adjudicate on a question which had been debated by some ten or twelve Scottish soldiers representative of widely different spheres of civil life. The question was, Who has done most for Scotland?—and Wallace, Bruce, Knox, and Burns were the most notable names in the running. The referee gave a guarded decision, which may not have been useful in settling any bets; but the incident is worth recording as an example of the subjects discussed by

Scottish soldiers resting after a spell in the trenches.

FRANCE AND THE GREEK ARMY.

I hear that a scheme for the reorganization of the Greek army is being carried out. The Volunteers who supported M. Venizelos at Salonika, were trained largely under the guidance of the Allies, but now a further step has been taken, and General Bordenau, the chief of the French military mission, has been appointed Inspector General of the Greek army. His work will doubtless be similar to that of General Eydoux, who was head of the French military mission in Athens at the time of the Balkanic wars, and under whose direction the Greek army was trained by French methods to fight with French material. The French were much pleased by the Greek successes, because they meant the triumph of French training and guns over the German guns of the German-trained Turks. But the ex-King Constantine, when he went to Berlin, made the French rather sore by ascribing his successes to the training his staff had received in Berlin.

GOING TO AMERICA.

Captain Gwilym Lloyd George, the Premier's younger son, has been barred from active service by a medical board for two months, and will spend that time in special work in America. His brother, Major Richard Lloyd George, remains at the front.

WOMEN AS SOLICITORS.

There is a growing belief, even amongst some members of the legal profession, that the enfranchisement of women will be followed by the removal of the barriers which prevent the sex from qualifying as solicitors. So confident are a London firm of this that they are willing to receive into their office a well-educated woman of "exceptional ability" with a view to her studying law and being articulated in the Parliamentary effort to effect the admission of women was thrown out. I believe, on the plea that it would be unfair to solicitors who are serving in the forces to introduce so sweeping a reform in their absence.

SUNDAY IN ROTTEN ROW.

Last Sunday's brilliant sunshine brought a large number of well-known and fashionable people into Rotten Row, Hyde Park (London's society rendezvous on fine mornings). After-church parade is not what it used to be before the war, but there is a good deal of social life going on in the West End because of the constant coming and going of officers on leave from the Western Front. The higher military officialdom of the War Office is also housed within easy reach of the Park. The throng was chiefly feminine, and the majority of the men were in khaki. The horsemen also were almost all in uniform. There were one or two family carriages about between the Achilles statue and Albert Gate, and not a single motor car. London society long since used up its petrol, and the police here have no trouble in enforcing the law against private owners of cars. Of the riders, it is worth noting as a sign of the times that nearly all the young women were riding astride. A few years ago it was very unusual to see any woman riding thus in the Row, and the unconventional equestrianism was often an American; but it is the fashion to bring up the girls of the new generation to ride as do their sisters of the Western plains. The Park has ceased to be a place of resort for the political class. In war time it is a soldier's rendezvous, and here also are to be seen on a fine Sunday morning officers of all Allied nationalities.

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