THE EVENING TELEGRAM, ST. JOHN'S, NEWFOUNDL'AND, FEBRUARY 19, 1920-10



This NEW MODEL, built in the Champion Factory at St. John's, is the LAST WORD in Marine Motor Construction, having two inlet and two exhaust valves on the head. Will burn kerosene through the Schebler Carburctor, as well as gasoline, using no extra fuel, but developing the same power at a lower price.

The NEW MODEL will be supplied with two separate Ignition Systems in either High Tension Waterproof Magneto, or Jump Spark with Timer. Also Jump Spark with Timer, and Make and Break System.

The new engine can be started and run at any time with the two systems working at once.

In accessibility it cannot be beaten, as the complete engine can be taken apart with one money wrench in twenty minutes.

The remarkable reputation which the former Champions have earned from their sturdy construction, their marvellous power, and low fuel consumption, and the fact that there has not been five cents in repair parts replaced on any Champion Engine running last year, proves that the Champion—the entirely NEWFOUNDLAND BUILT MOTOR EN-GINE—is the finest machine that can be installed in the WORKING BOAT.

The New Engine will live up to its reputation and make a better.

We are concentrating most of our time on this NEW MODEL, and will be ready to make deliveries on MARCH 1st at the rate of six or more a day, about which time we will publish a list of dealers in ST. JOHN'S and OUTPORTS in NEWFOUNDLAND, where the NEW CHAMPION can be purchased.

We would urge every prospective purchaser, also dealers, to write or call, or wire, and have one of these new engines reserved for Spring delivery. They are made in the following sizes: 5, 6 and 8 H.P.; also twocycle 3 and 4 H.P.

Write for Catalogue and Terms.

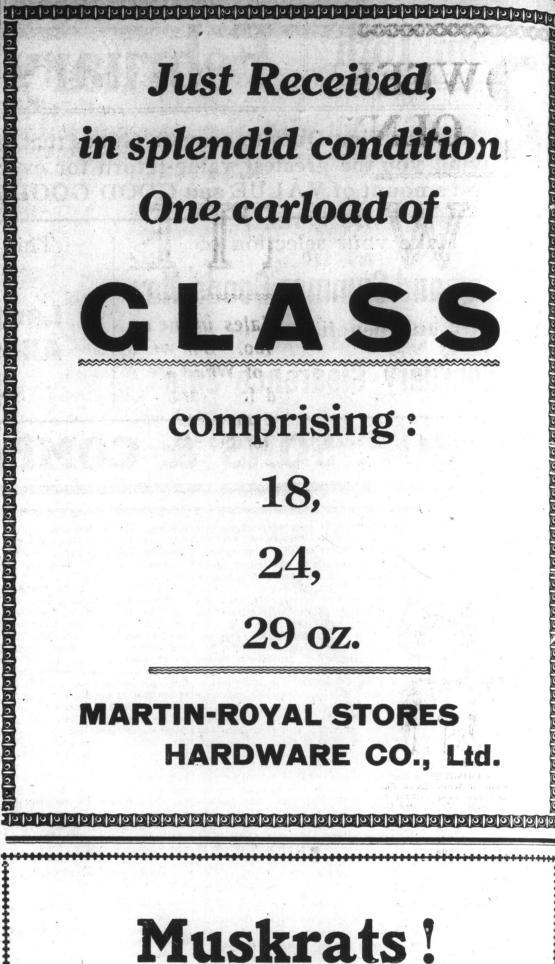
Champion Machine & Motor Works, Ltd., St. John's, Nfld.

We also make Patterns of all descriptions in either Wood, Brass or Aluminum. Brass Castings, also Sawmill Machinery, Rollers, Tracks, Wheels, Mandrels, Pulleys, Pumps and Hoists for Ships. Write us your requirements.

The Exchange Question. HON. JOHN ANDERSON RETALI-ATES. Editor Evening Telegram Dear Sir,-I would pass by "Curb roker's" insolent letter, which appeared in your issue of the 17th inst., were it not that I am afraid other persons, as ignorant as "Curb Broker" himself (which scarcely seems ossible), might have misconstrued ny meaning when I said it was more profitable to this Dominion-to import from Canada than from the United States. These are the words and figures T used. "It is to Canada we must look for the reduction in the high cost of living in foodstuffs, and other productions of that great manufacturing country. With exchange on New York at 10% to 15% against Canada and Newfoundland and exchange still going up, we are paying for pork, flour, beef and all other kinds of commodities imported from the United States ten to fifteen per cent. higher than from the Dominion of Canada. If the latter can supply the goods, and prices being equal, we must increase the trade of Newfoundland with our sister Dominion. "For example if we buy from the United States: 200 brls. Pork at \$40..\$ 8,000.00 200 brls. Flour at \$10..... 2,000.00 \$10,000.00 Payment by New York exchange at 15% 1,500.00 We pay \$11,500.00 Dominion of Canada. 200 brls. Pork at \$40.. ..\$ 8,000.00 00 brls. Flour at \$10.. .. 2,000.00 \$10,000.00 Collection draft 1% of 1% ... 25.00 \$10.025.00 United States-Pork \$46 per bar el: Flour \$11.50 per barrel. Dominion of Canada-Pork \$40. pe barrel; Flour \$10.00 per barrel." When citing the instances of Pork and Flour, I was merely, as I clearly stated, giving examples of what exchange meant, and I implicitly made the proviso that "if Canada can supply the goods, and prices being equal, we must increase the trade of Newfoundland with our sister dominion. It is, therefore, preferable to purchase Pork and Flour or any commo dities in Canada, if possible. To sup port my contention, the following recent public messages are of interest: Discontinuing Importations of American Fodder. Copenhagen, Feb. 16. Donish importers have decided to liscontinue all importations of Am erican cattle fodder because of the extremely high rate of exchange, i was stated to-day in business circles. Exchange Stops Export. New York, Feb. 17. men and marine insurance brokers here report that a material slump in exports to Europe

has resulted from the foreign exchange situation, with accompanying

restrictions as to financing bills of lading. Many steamships have been



We will purchase any quantity and pay high-

THERE IS

