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Powerful Speech of Sir M. P. Cashin on Railway Resolutions. Time Minister's Volte - Face Exposed-- Played Into Hands of the Company. Medical Speech of Manifesto again, and the whole country can now see that the man, who proclaimed before the election that he proclaimed before the elec

played Into Hands of the Company.

George Bury and with which it imposes on night ago and spent exactthe country. In that trip across the Port aux Basques to think visited Argenn touch with the Govrailroad people and tics of various kinds. the Rosalind on Satand left here to releaving us a report ch covers two and a half ript and which will \$8,000, according to the tion I would like to ask eorge Bury didn't go back the railroad that he were like the Prime ed the language he ifesto before the last ald say it was because was not fit to travel on

George Bury would not but I will say is making a very bad very argument is being people who are disindition of the road hy they will not travel

l say further this report experience, and it bject. As a matter of ggestion he has made, slotting the rails along for light snow sheds at taken from the report of s signed by Messrs. Coaker and ent Engineer because respects, is not a trained railand knows nothing about what happened. ame down here, he had me for the job and per-Engineer with a scheme added a suggestion or pocketed his fee and went with a motion for a suspension of the ake up Sir George Bury's Rules, and a proposal to adjourn on inted in the papers of June 21st, his object, of course, being will find that the to get the House shut before the rail-General Manager is way problem was tackled, so that he Coaker-Hall report and his associates would have full typescript. You will liberty to do as they liked, without any

hree to deal with public try. figures regarding the loss of You will find that Sir

A FUTILE REPORT.

ow, sir, I say that is not the obwhich Sir George Bury was ought here at all, or certainly it is we been brought here. The coun-never supposed that he was to be bught here and paid this large sum money merely to suggest to us to ke an agreement with the Reid pany for one twelve months and have this whole problem thrust

SIR GEORGE BURY'S
REPORT.

(Concluded.)
I want to deal with the law to d vise us how we could make arrange and amended more or less according ments for the operation of the rail- to the feeling of the House regarding road for a term of years. The position in which we find ourselves to-day set is simply that the Government, which adopted one policy last year in desperation, is adopting another policy this year, because they are more desperate than they were then, and a year from now we will said the said greenent operate the railway at the minimum cost consistent with safety, and giving a reasonable service with year from now we will find them and giving a reasonable service with adopting another policy, because if the country is above water it can describe the passenger and mixed service laid the passenger and mixed service with the country is above water in the schedule hereto as the the country is above water it can down in the schedule hereto as the hardly be better than waterlogged, and what the Covernment to constant the railway at and what the Government is going to Company to operate the railway at do then no man can foresee. I repeat, sir, that this was not the idea which the country had of the bringing which the country had of the bringing the Reid Company is operating the here of Sir George Bury. A year ago this House was fooled with the idea that it was only to approve of a loan to provide the Reid Company with items of a permanent character, to be charged to Capital Account and to be recovered from the Reids at the end of their fifty-year tarm. of their fifty-year term. As soon as the House was closed the Government adopted an entirely different policy, and undertook to operate the road in conjunction with the Police of the Reid Company of their fifty-year term. As soon as the House was closed the Government Engineer, who could say whether or not our money was being judiciously expended. To-day there is nobody to check the Reid Company of their fifty-year term. As soon as the House was closed the Government adopted an entirely different policy, and undertook to operate the road in conjunction with the Police of the Reid Company of the Reid road in conjunction with the Reids and to pay all the expenses. In his speech a year ago, as I have already quoted, the Premier told us he was going to get experts from the States, an expert engineer to supervise the repairs, and an English expert to go into the contract, but he drifted along for a year doing nothing. It was only when his hand was forced by us, at the last moment, that he got Sir George Bury down here, and now I have no hesitation in saying that the money that was spent on this gentleman might just as well have been thrown over the head of one of the wharves into the waters of the harbor. He has been of no benefit to us whatever. We surely didn't need to get a man down from Canada and pay him \$7500.00 to tell us to make a contract with the aker and Hall tabled in the Reids to run the railway for twelve month. Although that remonths, we to pay the bills and the Reids to do the operating. We did not need a man to come from Canada to make the suggestions in his report because they had already been made

he proposal for a Com- criticism from us or from the coun-

RAILWAY POLICY DISASTROUS. I was accused by the Government and are taken from the Coapapers on Friday last of demanding report page 27 and from the that the railroad be shut down. I here the past blame the Prime Minister for this, berears by the Reid Company cause these statements bore on their face the lack of truth and honesty Bury's statement about lossperation this year is taken from the sugner of a coal handling plant at down. I said the railroad would have actically the same as to be shut down unless the Govern-Messrs. Coaker and ment was able to show the House and The proposal that the country where it was going to get should refrain from a million and a half dollars a year to peration of the road is taken operate the railroad, and I repeat that Coaker-Hall report page 28, statement to-day. This policy only reas Messrs. Coaker and Hall means bankruptcy for the country. sting the road back on the We can no more get a million and a ompany's hands, the Bury re- half dollars a year to run this railuggests that a contract should road indefinitely than we can fly. The hade for this year by which the country is on the rocks already. The would run the road and we find balance of the loan, which the Pre-noney. This policy, of course, is mier has available, will no more than the negotiations that suffice to meet the shortage in the city a fortnight ago revenue he is going to face in this George Bury, the Gov-the Reid Company, and nothing whatever left to run the rail-

's suggestion that the rails on I turn to the Fremier's Maintenance Fortune Bay Branch should be again and I read what he said eighteen months ago about the railway and again and I read what he said eighteen months ago about the railway and what he intended to do. Well, now, what has he done? Instead of complete branches is taken from the branches is taken from the aker-Hall report page 19.

A FUTILE REPORT. Government money to operate the rail-

way, and he is casting no obligation whatever upon them. Let us look at these very Resolutions we are about the object for which he should to adopt to-day and what do they reto adopt to day and what do they reveal? Here is how it reads: "The Governor-in-Council is hereby authorized and empowered to enter into the agreement with the Reid-Newfoundland Company, Ltd., set out in the schedule hereto, and the said agreement when executed shall be binding upon the parties thereto."

Cused of naving got from the rend Company a few years ago is now no doubt explained. Then the agreement states further that it was made on the 20th day of June, 1921, but it is not Then the agreement goes on to set out six or seven clauses which I the Reid Company is operating the railroad at the minimum cost far as the country is concerned this agreement is not so satisfactory for it as last year's agreement, which proand so long as they can see their way clear to keeping within the figure of a million and a half dollars for operation, they can do as they like. It may be argued that the Government Engineer must certify amounts on Capital Account, but that is a different matter entirely. The Government Engineer, or the Government or anybody else has no control over the Reid Company in the expenditure of money in connection with the operation of the railway for the next twelve months, so long as the Reids are able to keep the total expenditure within a million and a half dollars. It is true, too, that provision is made

for auditors, but they have no control over any expenditure. They merely have the right of access to the books of the Company, and they cannot exercise any control or direction over the way the money is to be spent at The second clause provides "that the Company shall secure the services of a competent person from Canada or the United States to be to us by the Government Engineer. General Manager in full charge of the When this House opened on the 30th operation of the railway and his appointment shall be subject to approval by the Government." This of March, the Speech from the Throne contained a statement regarding the railroad, which indicated that the section merely creates another of Government was going to deal with the matter this session in a temporficial to be paid for by the Colony, without giving him the independence ary fashion and work out a permanent of control which might be desirable scheme for next year. Nearly a month under some conditions. I want to ask ago the Premier came into this House whether he is to be subject to the directorate of the Reid-Newfoundland is to be subject to it, because the Reid Company is to have the operation of the railroad and the general control of the policy of operation, and the General Manager can only operate the railroad subject to the orders of his principals. I say, therefore, that to bring a man in here from abroad to operate the railroad under such conditions is to throw away our money because Mr. John Powell, who has been acting as manager of the railroad for the Reid Company, and who has had thirty years' experience in railroad building and operating in the country, is certainly much superior to any man who can be brought in from abroad. If you were going to bring in a man like Sir George Bury, and put him in full charge of the railroad, in-dependent of the Reid Company, and

> spent for him will be absolutely wast-AN ELASTIC CLAUSE.

Now, the third clause in the agreement provides that "expenditure on Capital Account shall be made only bough Sir George Bury, assumes reuse the can be no
use that it was a scheme which the
rennent accepted from the Reid

many in desperation because by that time I believe every
many in desperation because by that the last of the Government Engineer,
and the Reid Company, and nothing whatever left to run the railway. Indeed, I very much question if on the written sanction of the Government and be paid for by the Government accepted from the Reid

many in desperation because by that time I believe every
many in desperation because only on the written sanction of the Government and be paid for by the Government Engineer,
and the Reid Company, and nothing whatever left to run the railway. Indeed, I very much question if
the witten sanction of the Government and be paid for by the Governwhen when completed upon the cartificate of the Government Engineer,
and to be charged against the Comwhen when completed upon the certificate of the Government Engineer, red that the Reids would throw up lay hands on will have been used up, and they would be left with the Colony's hands. Sir George of the Colony's hands. Sir George of Tris suggestion that the rails on Fortune Bay Branch should be left with again and I read what he said sighter. under it the Reid Company can get any sort of thing done that they can persuade the Government is necessary, and that money can be found to pay and that money can be found to pay to be borne by the company." The for it. Under this section the Govern-first argument I have to make with ment can go down to the Bank of regard to this is that, as I stated be for this job, but my answer to that is Montreal to-morrow, and borrow a fore, there is no control imposed on that if Mr. Pill was any good he would million dollars in the way of a temthe Reid Company, and they can do not be giving up his job with the
porary Loan and give it to the Reids anything they like in regard to the Southern Railway Company of Amto make permanent improvements to railway, spend any money they like, the railway and nobody can stop it, in any way they like, so long as they and I will go so far as to say that I do not exceed a million and a half believe there are men in the Governdollars. The Government cannot inbelieve there are men in the Government dollars. The Government cannot inment who would be quite prepared to do this as soon as this House is Government has no vote power, has closed, and they no longer fear the criticism of the Opposition and the in every month and ask for \$100,000 jublic, just as last year they violated or \$125,000, whatever they may need, and the Government is powerless to the largeement with the Reid-New-foundland Company, Ltd., set out in the schedule hereto, and the said agreement when executed shall be the binding upon the parties thereto."

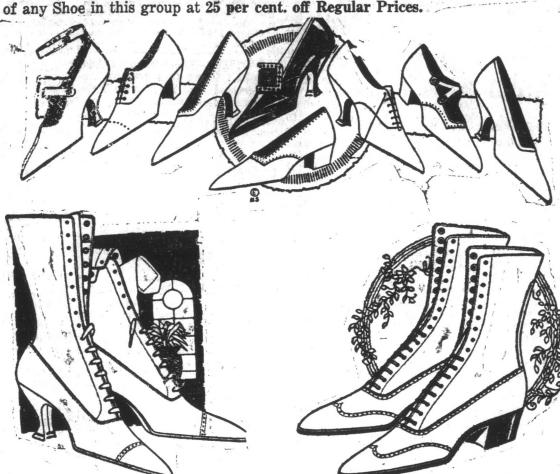
A DIFFERENT MATTER ALTO-GETHER.

The first point I want to make is to call the attention of the House to the fact that this agreements were made with the Reid-New-foundland Company, with which this country entered finto a contract in 1901 for the operation of the railroad, and in the interests of improving what is public property, with which this country entered finto a contract in 1901 for the operation of the railroad, but with the Reid-New-foundland Company, Ltd., a different corporation altogether, brough time being as the result of a Bill which the Government conveniently introduced here last year and smuggled through the Legislature, amending the existing Companies Act so as to enable the Reid Company to convert itself into a lamited Hability corporation. It is, then, with the new Company that the Government than it has been for years. If that its so it will serve our ment by the Government sample the railroad and started in to operate the road and the Government is powerless to refuse it to them. If the Government and the Government had broken this control white the railroad in the interests of improvements of a permanent character necessary to the railroad and started in to operate the road and started in to operate the railroad and started in to operate the road and started in to

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subject to no control whatever, 'a man gests. They can be done a year of who could initiate new lines of work two from now when more money is available. Why, again, should we and new policies of himself, it would be different; but this man who will be build snow sheds near the Avondale brought in will be unable to do anysection when it is proposed to shut thing of which the Reid Company's down so much of the road next windirectors do not approve, and, thereter, and when we shall be running fore, I repeat the money that will be only two trains or possibly one train week after the snow comes. Why again, should be spent a lot of money as I am told it is proposed to do, to widen some rock cuts because snow blocks them up. Surely if that could be avoided in past years when the Reids had plenty of money, why should the country be asked to make such expenditures this year, the worst

year in the history of the Colony? THE GOVERNMENT PLEDGE. Section No. 4 of the schedule provides that "the Government shall pay the actual loss of operating the railway during the year up to a million and a half dollars, any excess of that

when they ask for it, because in that case they could and probably would shut down the service and leave us helpless.

The next section (No. 5) provides

that the Government shall have the right to appoint auditors who shall have access to the books, and shall have the right to make copies or extracts and to examine any officials of the Company. This is the merest padding, and can have no effect, and can accomplish nothing. Mr. Coaker and Mr. Hall brought down a man Reid office at a salary of \$400 a month, and what benefit has the country gained by it? I do not dispute that it is desirable to have an auditor, when we are paying the bills, but I say that a man or men, suitable for the purpose could have easily been got in this country. Of course we have been stuffed with the idea that Mr. Pill is the eighth wonder of the world, a man designed by Nature

erica to come down here on the chance of what he could pick up, and will appeal to everybody. The sixth section, providing that the term of the agreement shall be from the first of this month (July) to the 30th of June next, merely fixes the time of the agreement and in my opinion makes the worthlessness of this agreement apparent to everybody, because it proves that a year from now we shall have to face the same sort of trouble, and consider making another agreement with the Reids or somebody else for another twelve months, if the country is solvent at that time, which I do not believe for a moment. The next section (No. 7) provides that, except as expressly provided in this agreement, anything done under it shall be without prejudice to the rights and liabilities of either party. That means that the legal position of the Reids and the Government is supposed not to be altered by this contract, but I mainaltered by this contract, but I maintain that we cannot keep on from year to year making these agreements without decidedly altering the relation between the colony and the Reids. For instance, any number of matters may arise under this contract about which disputes may take place and new legal complications be brought about. The Reids, if they were so disposed, can make endless

other contractors, in the position of the Reids, could do so. For instance.

road in the past. When they found the Reids may want to have certain the Reids had spent \$1,400,000 in opthings done, which they say shall be eration the previous year, our Govpaid for out of capital account, and ernment created this Commission the Government may say that it is scheme with the idea of proving that part of the operating expenses, and who is to decide that? Another and body else whom they never got, could more serious difficulty, in my opinion, operate the railway more cheaply, is that by making the agreement of and if they had done so we would have last year, and of this year, and giv- had a strong case for arguing that ing all this money to the Reids to the Reids had been extravagant, and operate the railroad, we have made in any legal or arbitration proceedimpossible for us to go into Court ings this would have weighed with in future or go before an arbitration the judges or arbitrators, but instead named Pill from the United States a in future or go before an arbitration the judges or arbitrators, but instead few months ago, and put him in the tribunal in future, and claim that the of that we tried to operate the road Reids have been wasteful or ineffi-

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